Coyote Gravel Inc., Secondary Site

(Albuquerque, New Mexico)

Traffic Impact Study

September 5, 2025

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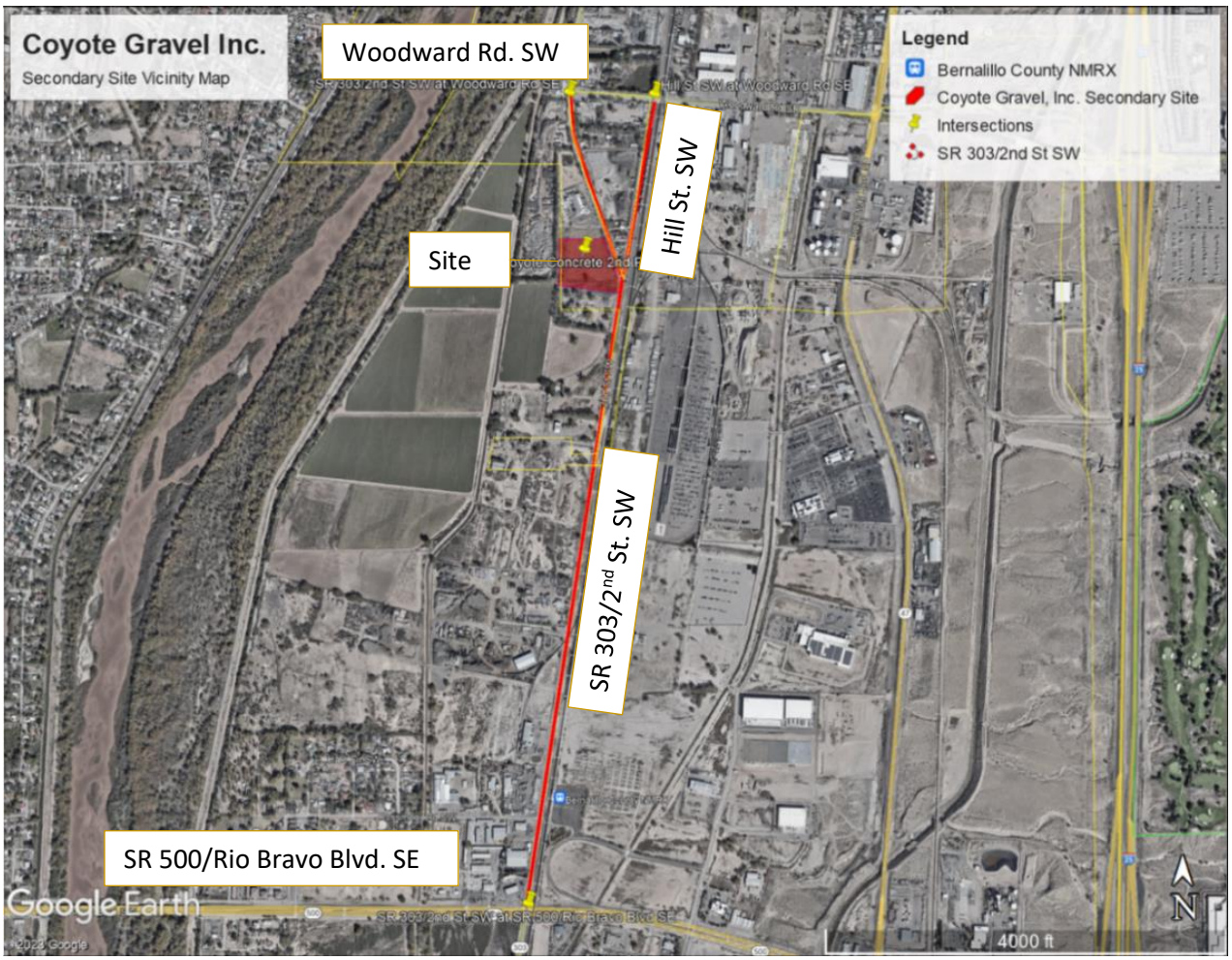
Coyote Gravel, Inc. Secondary Site
SR 303/2nd St South of Woodward Rd.
Draft Traffic Impact Study

Executive Summary

The purpose of this Traffic Impact Study (TIS) is to evaluate transportation conditions before and after the implementation of the proposed Coyote Gravel, Inc. Secondary Site; to determine the impact of the site development on the adjacent transportation system; and to recommend improvements to mitigate those impacts, where necessary. This TIS has been prepared in accordance with the requirements set forth by the City of Albuquerque and Bernalillo County.

Project Location

The proposed Coyote Gravel, Inc. Secondary Site will be located along the westside of SR 303/2nd St SW, approximately 1770 ft south of Woodward Rd., and approximately 6280 ft north of SR 500/Rio Bravo Blvd. SW in the City of Albuquerque, New Mexico. See Vicinity Map below.



Proposed Study Area

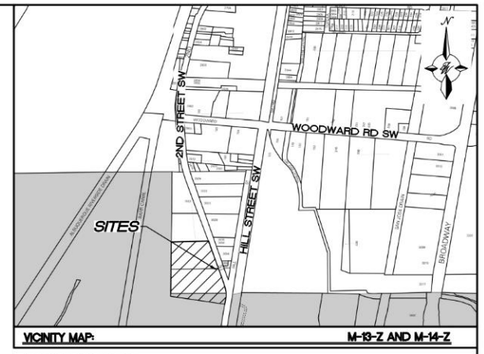
The study area includes two signalized intersections, one shared unsignalized intersection and access point, and one access point for the Coyote Gravel, Inc. Secondary Site, as listed below:

1. Woodward Rd. SW at SR 303/2nd St. SW (Signalized)
2. Hill St. SW/Driveway "B" at SR 303/2nd St. SW (Unsignalized Site Access)
3. SR 500/Rio Bravo Blvd. SW at SR 303/2nd St. SW (Signalized)
4. Driveway "A" at SR 303/2nd St. SW (Unsignalized Site Access)

Proposed Site Description

Coyote Gravel Inc. is proposing to expand its existing operations by developing an additional facility at the proposed location. The approximately 7.6-acre subject site lies within the jurisdiction of both

the City of Albuquerque and Bernalillo County. The project will consist of a single user operating across two separate areas—referred to as the North Lot and South Lot—each designated for distinct uses. The combined development will include a total of 85,000 sq-ft of enclosed building floor area. The proposed conceptual site plan is provided on the following page and on Appendix Page A-5.



VICINITY MAP: M-13-Z AND M-14-Z

LEGAL DESCRIPTION:

TRACT MRGCD MAP #44 TR 100-C AND 100-D
TR 2 PLAT OF TRACT LANDS OF GOOD CENTS INC

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING HYDRANT
- PROPOSED HYDRANT
- EXISTING FENCE
- EASEMENT
- SIDEWALK
- SITE LIGHTS
- EXISTING SIDEWALK

NORTH SITE DATA

PROPOSED USAGE:	WAREHOUSING
LOT AREA:	180,326 SF (4.14 ACRES)
ZONING:	NR-GM
BUILDING AREA:	74,415 SF
PARKING REQUIRED:	NO REQUIREMENT:
PARKING PROVIDED:	48 SPACES
HC PARKING REQUIRED:	2 SPACES
HC PARKING PROVIDED:	2 SPACES
MOTORCYCLE PARKING REQUIRED:	NO REQUIREMENT
MOTORCYCLE PARKING PROVIDED:	2 SPACES
BICYCLE PARKING REQUIRED:	NO REQUIREMENT
BICYCLE PARKING PROVIDED:	10 SPACES
LANDSCAPE AREA REQUIRED:	27,049 SF
LANDSCAPE AREA PROVIDED:	XX,XXX SF

SOUTH SITE DATA

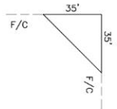
PROPOSED USAGE:	OFFICE, SHOP, & STORAGE
LOT AREA:	140,255 SF (3.22 ACRES)
ZONING:	NR-GM
BUILDING AREA:	74,415 SF
STORAGE	3,000 SF
OFFICE	4,000 SF
SHOP	3,000 SF
PARKING REQUIRED:	
STORAGE	NO REQUIREMENT
OFFICE	14 SPACES
SHOP	6 SPACES
PARKING PROVIDED:	25 SPACES
HC PARKING REQUIRED:	2 SPACES
HC PARKING PROVIDED:	2 SPACES
MOTORCYCLE PARKING REQUIRED:	1 SPACE
MOTORCYCLE PARKING PROVIDED:	2 SPACES
BICYCLE PARKING REQUIRED:	2 SPACES
BICYCLE PARKING PROVIDED:	6 SPACES
LANDSCAPE AREA REQUIRED:	21,038 SF
LANDSCAPE AREA PROVIDED:	XX,XXX SF

SETBACKS:

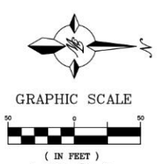
FRONT 20' MINIMUM
SIDE 10' MINIMUM
BACK 10' MINIMUM

KEYED NOTES

1. ACCESSIBLE PARKING PER ADA STANDARDS WITH SIGN (SEE DETAIL SHT. DET-1
2. CONCRETE SIDEWALK AT BUILDING (SEE DETAIL SHT. DET-1)
3. MONUMENT SIGN
4. DUMPSTER
5. RELOCATED SITE LIGHT
6. RELOCATED GAS METER
7. RELOCATED ELECTRICAL TRANSFORMER



LANDSCAPING AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. THEREFORE, SIGNS, WALLS, TREES AND SHRUBBERY BETWEEN 3' AND 8' TALL(AS MEASURED FROM GUTTER PAN) WILL NOT BE ACCEPTABLE IN THE CLEAR SIGHT TRIANGLE



ENGINEER'S SEAL

RONALD R. BOHANNAN P.E. #7868

COYOTE CONCRETE ALBUQUERQUE

CONCEPTUAL SITE PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NM 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: RMG
DATE: 08/22/2024
SHEET #: SP
JOB #: 2024017

Trip Generation

The ITE Codes used for the proposed Coyote Gravel, Inc. Secondary Site include the following: ITE Code 180 (Specialty Trade Contractor). Trip generation summary is below and attached on Appendix Pages A-20 and A-21.

Coyote Gravel Products, Inc. (3053 2nd Street NW)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

COMMENT	USE (ITE CODE) / DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
	Specialty Trade Contractor	85.00	792	104	37	52	112
	Total Primary Trips			**104**	**37**	**52**	**112**

No adjustments were made to account for pass-by trips or internal capture trips.

Intersection Analysis Result Summary

The analysis was performed to comply with the requirements set forth by the City of Albuquerque and Bernalillo County. The results of the Implementation Year (2025) and Horizon Year (2035) AM Peak Hour (APH) and PM Peak Hour (PPH) NO BUILD and BUILD conditions are summarized in below. All intersections within the study area are performing at a level of service (LOS) E or above, although some intersection turning movements are performing at a LOS F.

Intersction LOS Analysis Summary Table

Coyote Gravel Inc. Secondary Site

(Albuquerque, NM)

	Intersection Description	Intersection Operation	Case Evaluation	Implementation Year (2025) Conditions		Horizon Year (2035) Conditions	
				AM Peak LOS Delays (s)	PM Peak LOS Delays (s)	AM Peak LOS Delays (s)	PM Peak LOS Delays (s)
1	Woodward Rd. / SR 303-2nd St.	Signalized	No Build	C (32.7)	B (16.0)	D (39.2)	B (16.8)
			Build	C (23.1)	B (16.8)	D (41.2)	B (17.1)
2	Hill St-Driveway "B" / SR 303-2nd St.	Unsignalized	No Build	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			Build	A (0.4)	A (0.8)	A (0.4)	A (0.8)
3	SR 500-Rio Bravo Blvd. / SR 303-2nd St.	Signalized	No Build	C (30.9)	D (35.4)	D (38.5)	E (59.6)
			Build	C (30.9)	D (42.2)	D (38.7)	E (59.4)
4	Driveway "A" / SR 303-2nd St.	Unsignalized	No Build	-	-	-	-
			Build	A (0.4)	A (1.3)	A (0.4)	A (1.3)

Mitigation Analysis

This mitigation analysis builds upon the findings of the Traffic Impact Study to evaluate potential impacts on adjacent roadways. The proposed secondary site is not expected to generate additional strain on traffic flow, density, or delays. The site is anticipated to have minimal impact on surrounding facilities and does not present any safety concerns related to SSD or ESD.

However, a northbound right-turn deceleration lane is warranted at Driveway “A” along SR 303/2nd St. See the figure below for reference.

Recommendations

Based on the analysis provided in this analysis, the following are the recommendations for improvements to the adjacent transportation system in the study area:

- Construct a new southbound right turn deceleration lane for Driveway “A” at SR 303/2nd St (240 ft of storage with 300/150 transition)
- Add “Trucks Entering Highway” signage located northbound and southbound SSR 303/2nd St.
- All construction on this project shall maintain adequate sight distances at the proposed driveways and existing intersections.

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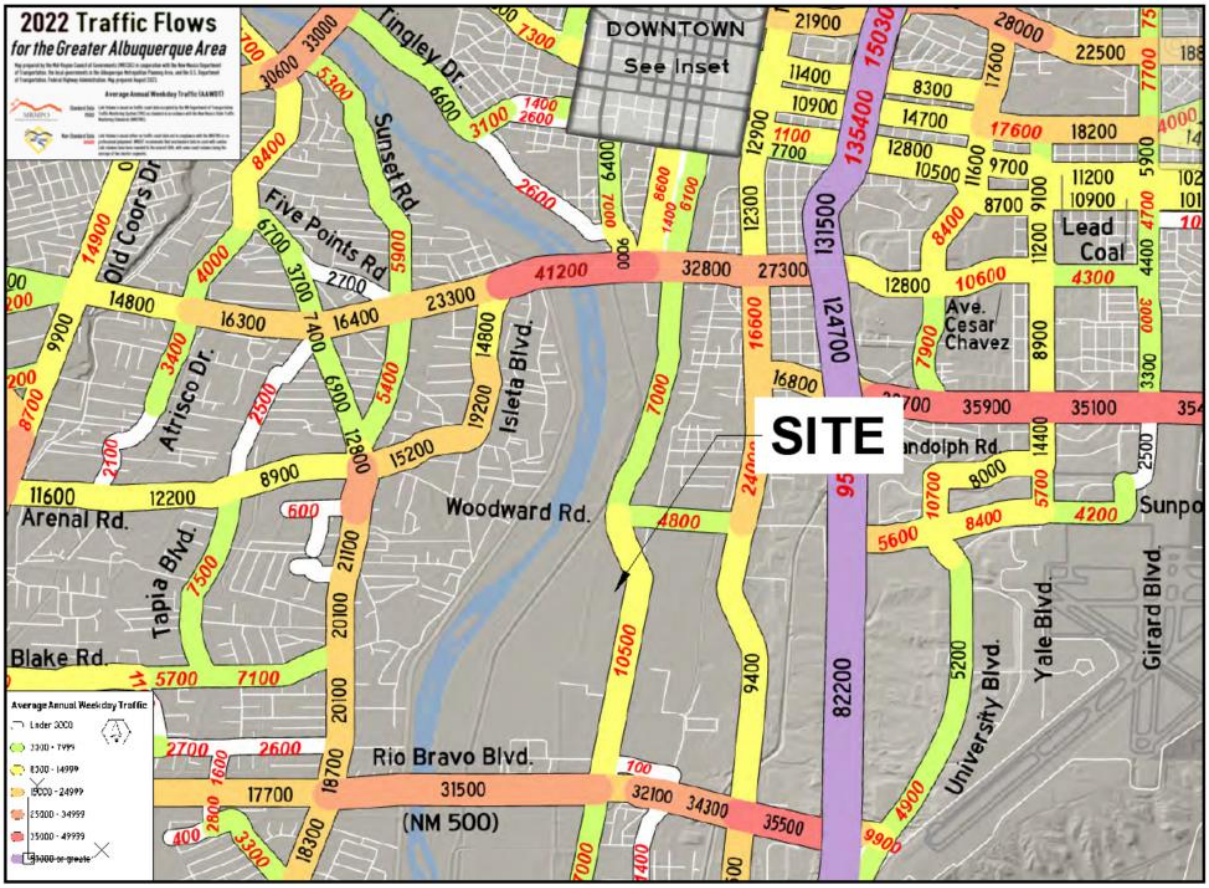
List of Figures



List of Tables

Coyote Gravel, Inc. Secondary Site
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Introduction

Purpose of the Analysis

The purpose of this Traffic Impact Study (TIS) is to evaluate transportation conditions before and after the implementation of the proposed Coyote Gravel, Inc. Secondary Site; to determine the impact of the site development on the adjacent transportation system; and to recommend improvements to mitigate those impacts, where necessary. This TIS has been prepared in accordance with the requirements set forth by the City of Albuquerque and Bernalillo County.

Project Scope

The traffic impact study (TIS) scoping meeting was held on March 28, 2024. The attendees include Matthew Grush, P.E. (City of Albuquerque), Curtis Cherne, P.E. (City of Albuquerque), Julie Luna, P.E. (Bernalillo County), Ronald R. Bohannan, P.E. (Tierra West LLC.), Terry Brown P.E. (Tierra West LLC.), and Jimeia Roberts (Tierra West LLC.). During the scoping meeting the study area was defined, crash analysis was determined to be included in the study, the implementation year was assigned, and traffic count parameters were established. The scoping letter is available on Appendix Pages A-1 through A-3.

Project Study Area Conditions

The proposed Coyote Gravel, Inc. Secondary Site will be located approximately 1,770 ft. south of Woodward Rd., and approximately 6,310 ft. north of SR 500/Rio Bravo Blvd. SW along the west side of SR 303/2nd St. SW in the City of Albuquerque, New Mexico. See Figure 1: Vicinity Map below and attached on Appendix Page A-4.

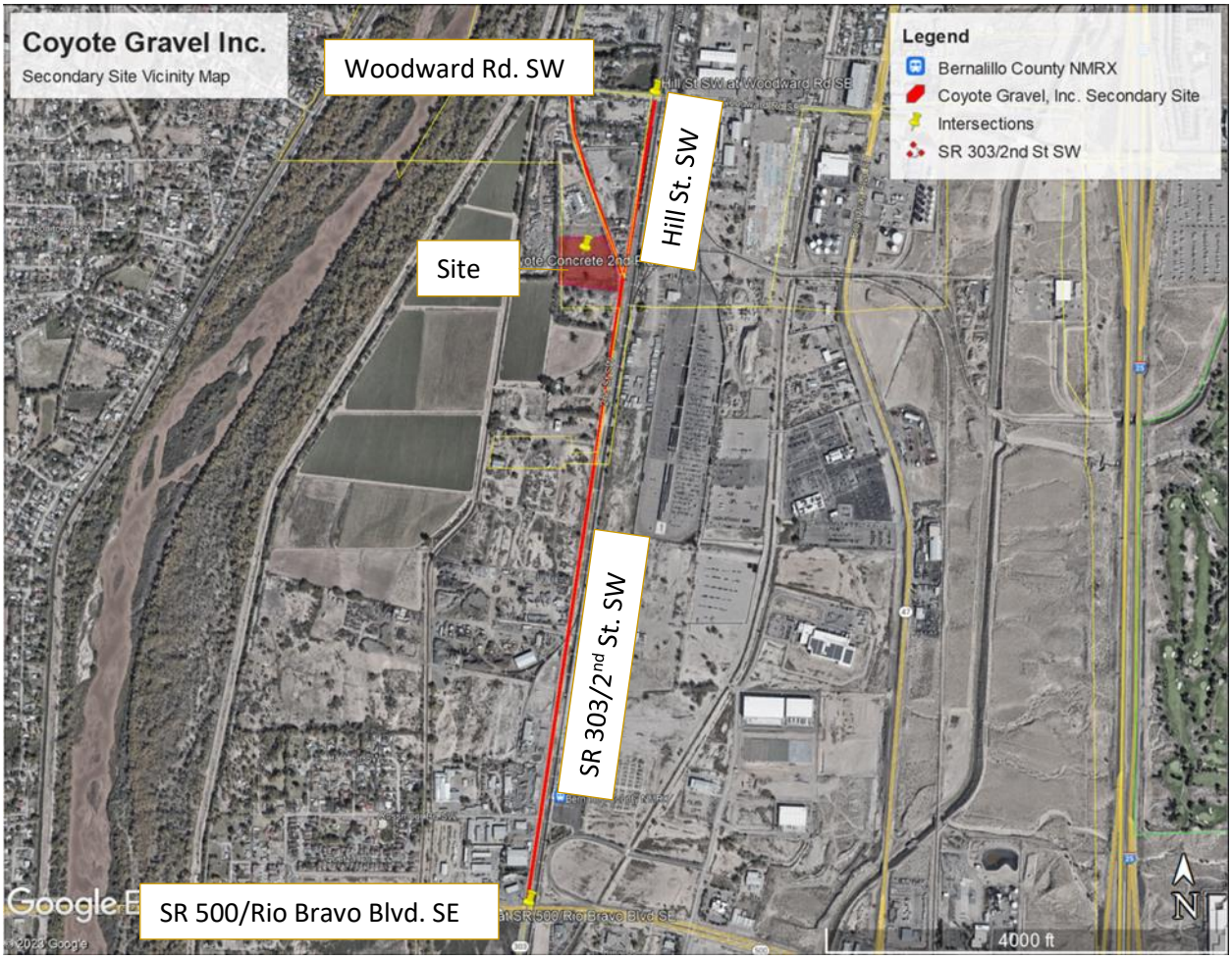

Figure 1: Vicinity Map

At the scoping meeting, it was determined that the study area for the TIS would include two signalized intersections, one unsignalized intersection, and one new driveway (listed below). The City of Albuquerque's scoping letter for this TIS is provided on Appendix Pages A-1 through A-3.

1. Woodward Rd. SW at SR 303/2nd St. SW (Signalized)
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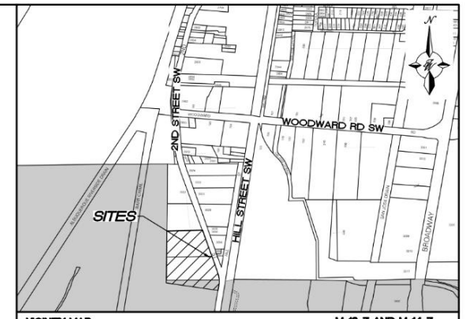
4. Driveway "A" at SR 303/2nd St. SW (Unsignalized Site Access)

   Note: Driveway "A" and Driveway "B" are new driveways on the west side of SR 303/2nd St.

Proposed Development

Coyote Gravel Inc. is proposing to expand its existing operations by developing an additional facility at the proposed location. The approximately 7.6-acre subject site lies within the jurisdiction of both the City of Albuquerque and Bernalillo County. The project will consist of a single user operating across two separate areas—referred to as the North Lot and South Lot—each designated for distinct uses. The combined development will include a total of 85,000 sq-ft of enclosed building floor area. The proposed conceptual site plan is provided on the following page and on Appendix Pages A-5.



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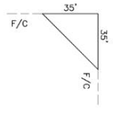

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GRAPHIC SCALE
50 0 50
(IN FEET)
1 inch = 50 ft.

ENGINEER'S SEAL

RONALD R. BOHANNAN P.E. #7868

COYOTE CONCRETE ALBUQUERQUE

CONCEPTUAL SITE PLAN

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DRAWN BY RMG
DATE 08/22/2024
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Figure 2: Proposed Conceptual Site Plan

Study Area Definition

The proposed Concrete Gravel, Inc Secondary Site will be located west of SR 303/2nd St SW south of Woodward Rd., and north of SR 500/Rio Bravo Blvd. SW in the City of Albuquerque, New Mexico. From the scoping meeting the intersections of interest were determined to include two signalized intersections, one unsignalized intersection that will double as an access point, and one access point listed below. See the reference map shown on Figure 3: Intersection Reference Map.

1. Woodward Rd. SW at SR 303/2nd St. SW (Signalized)
2. Hill St. SW/ Driveway "B" at SR 303/2nd St. SW (Unsignalized Site Access)
3. SR 500/Rio Bravo Blvd. SW at SR 303/2nd St. SW (Signalized)
4. Driveway "A" at SR 303/2nd St. SW (Unsignalized Site Access)

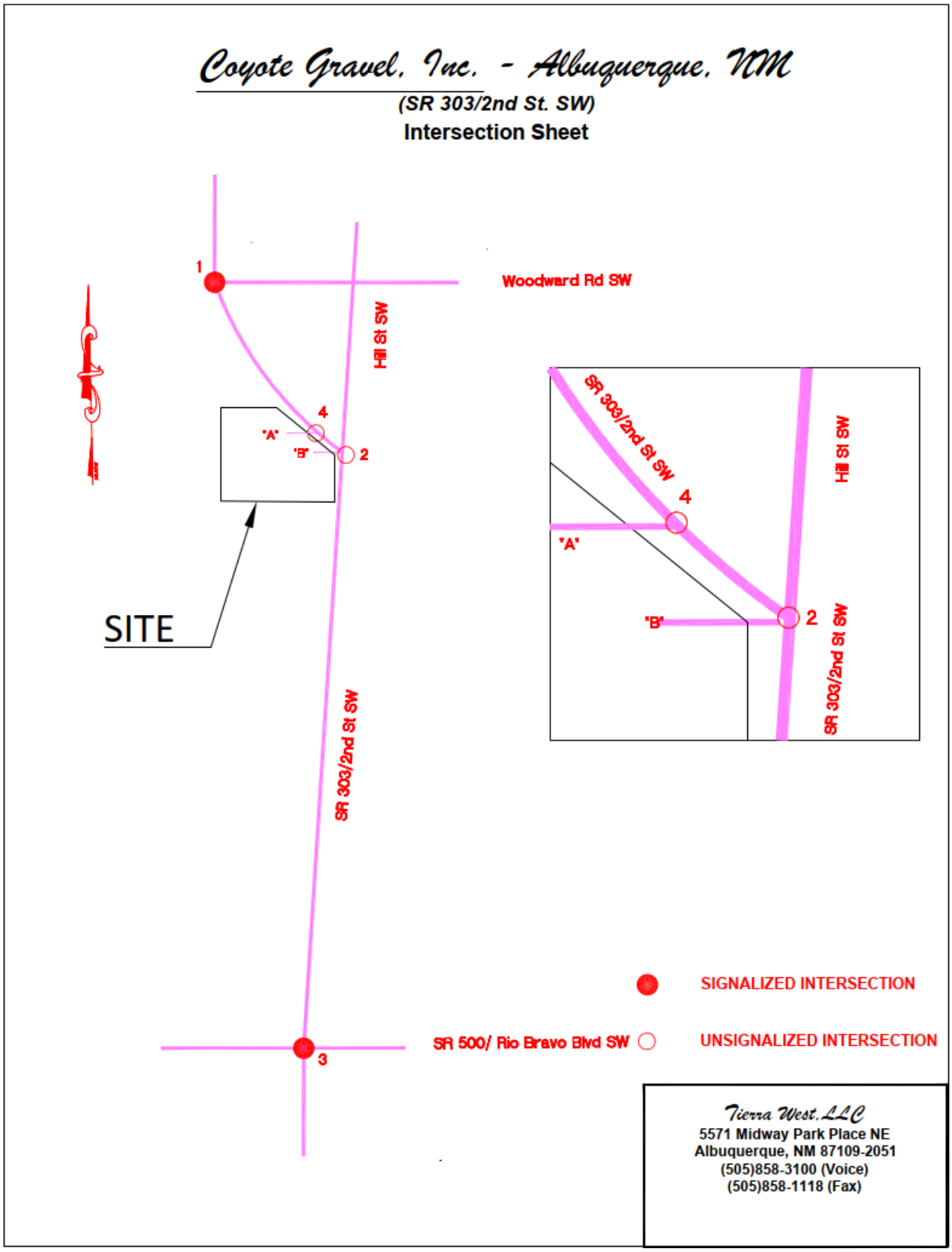
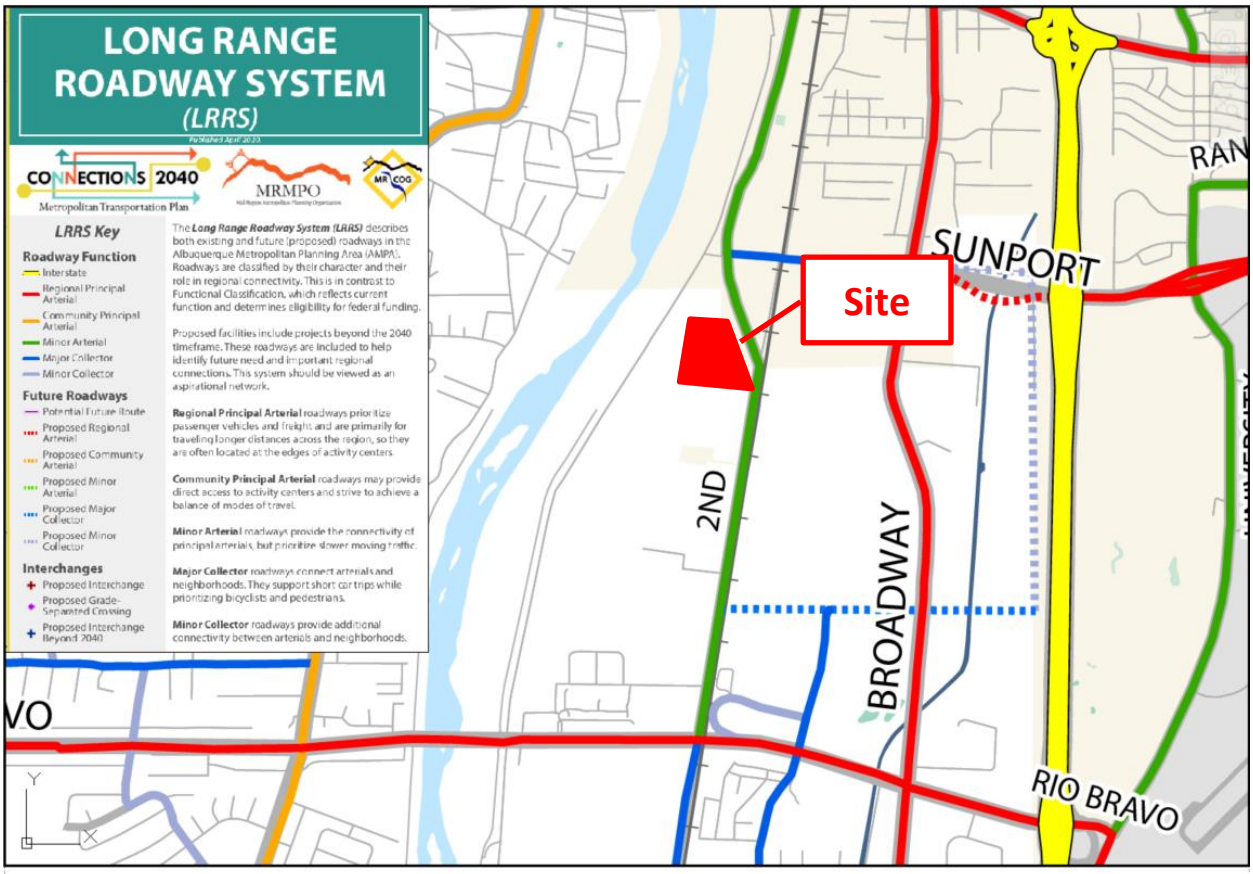


Figure 3: Intersection Reference Map

The Long Range Roadway System (LRRS) classifies the regional role of existing and planned future 2040 arterials within the overall network. By categorizing network links into two groups regional and community, considerations for existing and planned future 2040 transportation system improvements are ensured. The roadway categories within the study area are illustrated in Figure 4: Futures 2040 Maps for Long Range Roadway Systems Map.



Portion of Futures 2040 Long Range Roadway System (from Mid-Region Council of Governments)

Figure 4: Futures 2040 Maps for Long Range Roadway Systems Map

SR 303/2nd St. SW is classified as an existing **minor arterial** on Figure 4: Futures 2040 Maps for Long Range Roadway Systems. Within the study area, SR 303/2nd St. SW is a two-lane undivided roadway with one lane in each direction and no raised medians, curbs and gutters, or sidewalks. The posted speed limit along SR 303/2nd St. SW is 35 mph north of the merge point and 45 mph south of the merge intersection with Hill St. SW.

Woodward Rd. SW is classified as an urban existing **major collector** on Figure 4: Futures 2040 Maps for Long Range Roadway Systems. It is a three-lane facility with a center left-turn lane, curbs and gutters, and sidewalks. The posted speed limit along Woodward Rd. SW within the study area is 30 mph.

SR 500/Rio Bravo Blvd. SW is classified as an existing **regional principal arterial** on Figure 4: Futures 2040 Maps for Long Range Roadway Systems. It is generally a four-lane divided roadway with no curbs and gutters, and no sidewalks. The posted speed limit along SR 500/Rio Bravo Blvd. SW is 45 mph.

Site Access

Access to the project is proposed via two new full-access, unsignalized driveways. Driveway "A" is proposed to be located approximately 1,772 ft south of Woodward Rd. SW (measured centerline to centerline). Driveway "B" is proposed to be located approximately 6,280 ft north of SR 500/Rio Bravo Blvd. (measured centerline to centerline). Driveway "B" will serve as the west leg of the unsignalized intersection of Hill St. SW and SR 303/2nd St. SW.

Unsignalized Intersection of Driveway "A" at SR 303/2nd St. SW

Driveway 'A' is a proposed as a "full access" driveway and is the only access to the 'main warehouse' of the site.

Unsignalized Intersection of Hill St./Driveway "B" at SR 303/2nd St. SW

Driveway 'B' is a proposed as a "full access" driveway and is the only access to the 'batch plant' of the site. Driveway 'B' should be aligned with the east leg of the intersection, Hill St. SW.

Access Spacing Analysis

Roadway geometry was considered to evaluate the distance between existing roadway access points and intersections. As shown in Figure 5: Access Spacing for Driveway "A" and "B" below, the spacing between Driveway "A" and Hill St. is approximately 176 ft. Driveway "B" is aligned with Hill St.

Figure 5: Access Spacing for Driveway "A" and "B"

Based on

Table 1: Access Spacing Standards for Intersections and *Driveways* shown below, the driveways meet the minimum access spacing standards of 75 feet approaching and 75 feet departing the intersection for full-access driveways on minor arterials intersecting with local roads.

Table 1: Access Spacing Standards for Intersections and Driveways

Intersection

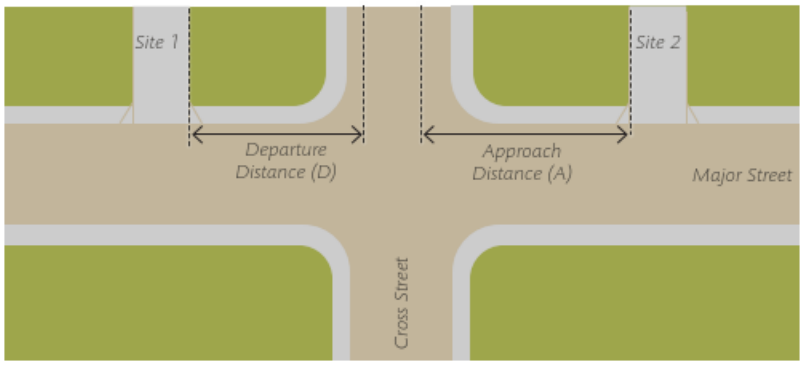


TABLE 7.4.45 **Minimum Distance Between Commercial Site Access and Intersection**

Type of Street	Cross Street Classes					
	Arterial		Collector		Local	
	A	D	A	D	A	D
Principal Arterial	300 ft.	200 ft.	200 ft.	150 ft.	150 ft.	100 ft.
Minor Arterial	200 ft.	150 ft.	150 ft.	100 ft.	100 ft.	100 ft.
Major Collector	150 ft.	150 ft.	100 ft.	100 ft.	75 ft.	75 ft.
Minor Collector	150 ft.	150 ft.	100 ft.	100 ft.	75 ft.	75 ft.
Local (additional distance may be required for queuing)	75 ft.	75 ft.	50 ft.	50 ft.	25 ft.	25 ft.

TABLE 7.4.46 **Maximum Number of Commercial Site Access Points per Site**

Type of Street	
Principal Arterials	1-2 access points per 300 ft. frontage
Minor Arterials	1-2 access points per 200 ft. frontage
Collectors	1 access point per 100 ft. frontage

Below is an excerpt of

Table 2: Minimum Intersection Sight Distance (feet) from the City of Albuquerque DPM.

Table 2: Minimum Intersection Sight Distance (feet)

TABLE 7.4.65 **Minimum Intersection Sight Distance**						
Speed Limit (MPH)	**Minimum Intersection Sight Distance**					
	2 Lane Undivided		**3 Lane Undivided or 2 Lane Divided w/ 12 ft. Median**		**4 Lane Undivided**	
	Left Turn	**Right Turn**	**Left Turn**	**Right Turn**	**Left Turn**	**Right Turn**
20	230 ft.	200 ft.	240 ft.	200 ft.	250 ft.	200 ft.
25	280 ft.	240 ft.	300 ft.	240 ft.	320 ft.	240 ft.
30	340 ft.	290 ft.	360 ft.	290 ft.	380 ft.	290 ft.
35	390 ft.	340 ft.	420 ft.	340 ft.	440 ft.	340 ft.
40	450 ft.	390 ft.	480 ft.	390 ft.	500 ft.	390 ft.
45	500 ft.	430 ft.	530 ft.	430 ft.	570 ft.	430 ft.
50	560 ft.	480 ft.	590 ft.	480 ft.	630 ft.	480 ft.

The required entering sight distance for a 2-lane highway with a posted speed of 35 mph and 45 mph has a minimum criterion for combination trucks of 340 ft and 500 ft, respectively. As shown below, both driveways meet the minimum requirement for the entering sight distance.

Figure 6: Driveway "A" Sight Distance

Figure 7: Driveway "B" Sight Distance

Study Area Characteristics

Existing Land Use

The project spans approximately 7.6 acres across three existing parcels, all currently designated for agricultural use. Adjacent parcels appear to be fully developed and are designated for commercial retail, general manufacturing, and agricultural uses.

Existing and Planned Zoning

The proposed site is currently zoned under the Integrated Development Ordinance (IDO) as Non-Residential – General Manufacturing (NR-GM). The NR-GM zone is intended to accommodate a range of non-residential uses related to general manufacturing. The former zoning designation was M-2 (Heavy Manufacturing), which includes conditional uses permitted under the M-1 (Light Manufacturing) zone. Below is an excerpt from the City of Albuquerque Comprehensive Zoning Code, Chapter 14 – Zoning, Planning, and Building, Part 2: Zoning Districts, describing the conditional uses allowed under Light Manufacturing.

(B) Conditional Uses.

(1) If so approved, the following uses may be conducted in an area not completely enclosed by a wall or fence:

(a) Air separation plant not otherwise allowed as a permissive use.

(b) Animal raising, other than those animals which are permissive in this section.

(c) Building material storage or sales.

(d) Concrete or cement products manufacturing, batching plant, processing of stone.

(e) Contractor's equipment storage, or contractor's plant.

(f) Feed or fuel storage or sales.

(g) Gravel, sand, or dirt removal activity, stockpiling, processing, or distribution.

(h) Rental, sales, display, and repair of operative contractor's and heavy farm equipment.

(i) Salvage yard for storage and sale of used material provided the yard is enclosed on all sides by a solid wall or fence at least six feet high.

(j) Truck terminal, tractor, trailer, or truck storage, including maintenance facilities.

Authorities 1 Zoning District Conditional Use

The purpose of the Airport Protection Overlay (APO) zone is to ensure that land use and development are compatible with airport operations, thereby protecting the public from noise, vibration, and other hazards. The proposed site is located entirely within the APO zone. This overlay provides protections related to runway proximity, airspace, and noise exposure.

The Airspace Protection Sub-Area restricts building heights to a maximum of 150 feet above the highest point of the usable landing area.

The Runway Protection Sub-Area covers areas adjacent to runway approach surfaces and flares. For areas within this zone, the proposed site recommends additional striping in accordance with the United States Department of Transportation Federal Aviation Administration (FAA) Advisory Circular, Chapter 5: Other Surface Markings, Section 5.2: Vehicle Roadway Markings. FAA regulations require the installation of reflective pavement markings, traffic signs, and roadway lighting to ensure the safety of aircraft operations.

The Noise Contour Sub-Area, as determined by the FAA's Integrated Noise Model, includes areas with a Day-Night Average Sound Level (DNL) of 65. The proposed land use—classified as "Other Manufacturing, Fabrication, and Assembly"—is a permissive use within the 65 DNL contour. See Appendix Page A-6 for APO zone map and the zone atlas map below.

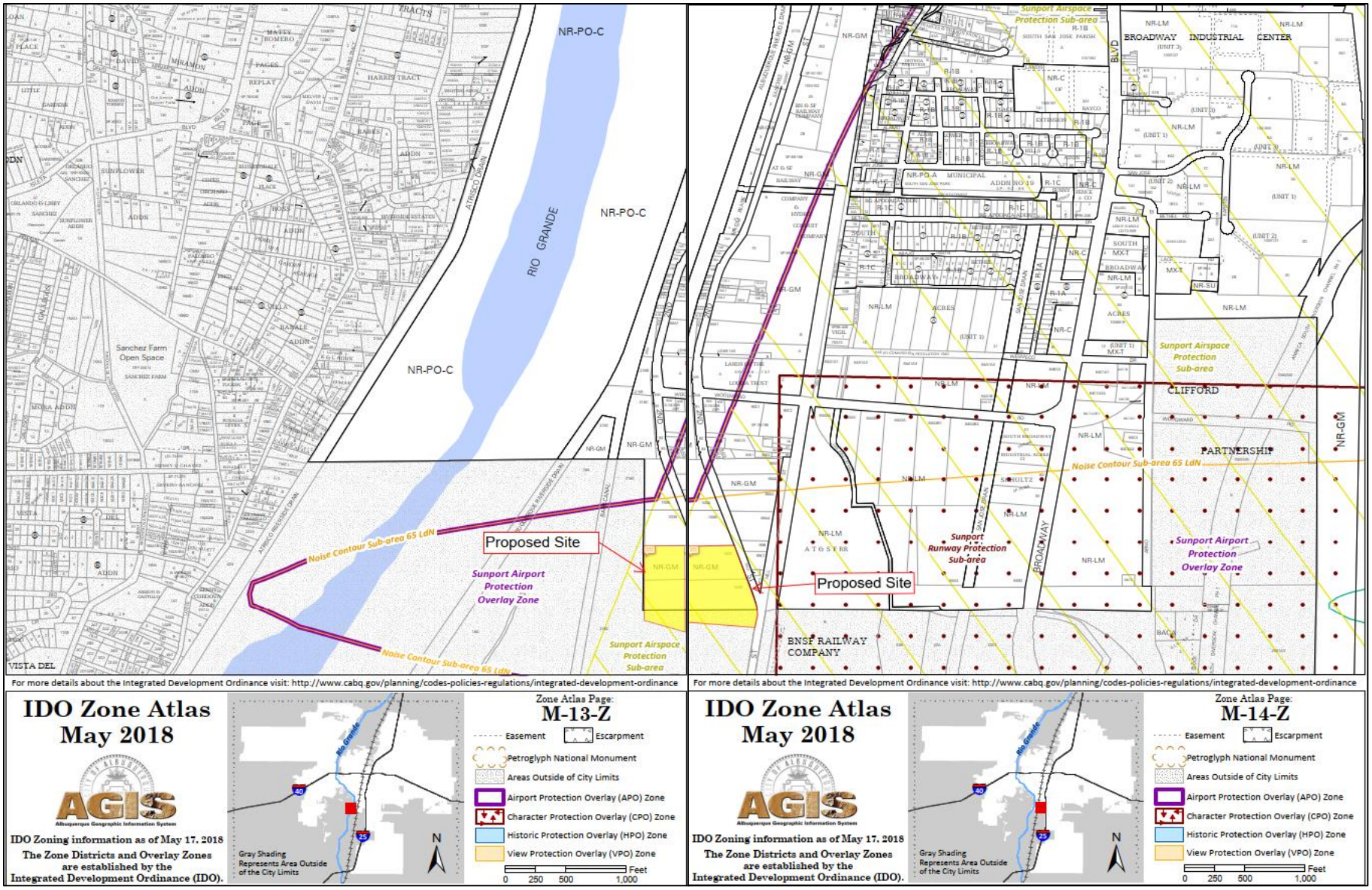


Figure 8: IDO Zone Atlas Map

Long Range Bike Network

The Long Range Bikeway System (LRBS) designates existing and future bikeways and paved trails with the goal of providing safe and efficient bicycle facilities based on engineering assessments. Overall, the LRBS supports a sustainable, healthy, and connected community. The bikeway classifications within the study area are illustrated in Figure 9: Portion of Futures 2040 Long Range Bikeway System below.

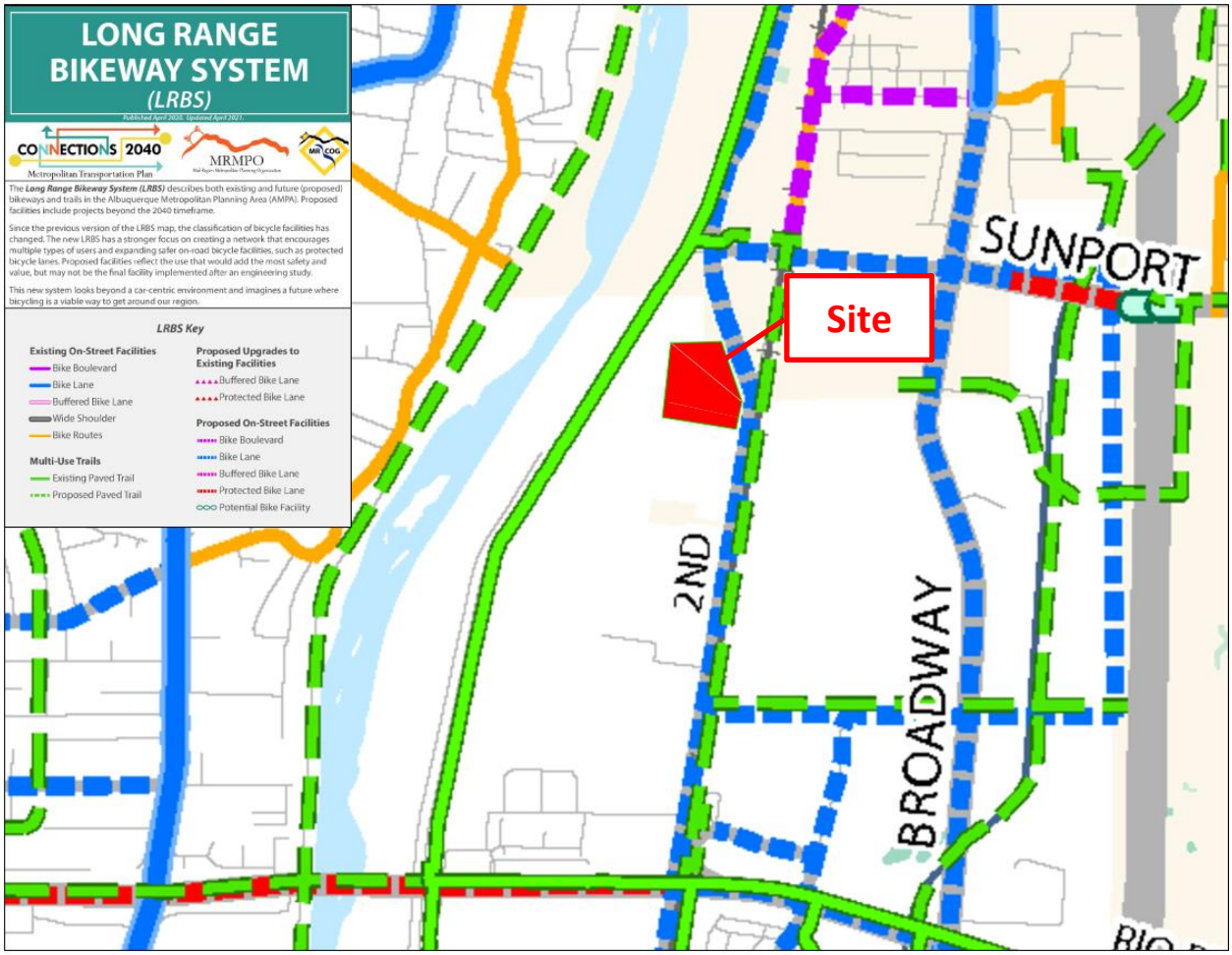


Figure 9: Portion of Futures 2040 Long Range Bikeway System

According to the LRBS, SR 303/2nd Street SE is designated for proposed bike lanes along the roadway. Additionally, a proposed paved trail is planned to run from Woodward Rd. SW, along Hill St. SW, and merge onto the SR 303/2nd St. roadway. An existing paved trail is located along the south side of SR 500/Rio Bravo Blvd. SE, and proposed bike lanes are planned on both the north and south sides of SR

500/Rio Bravo Blvd. West of SR 303/2nd St. SE, along SR 500/Rio Bravo Blvd. SW, a proposed protected bike lane is also identified.

Long Range Transit Network

The Long Range Transit Network (LRTN) is designed to support the goals of the 2040 Target Scenario, which aims to create a more connected and accessible transit system that can meet future demands and support sustainable growth. The LRTN achieves this by efficiently connecting regional activity centers with the areas where residents live, work, and seek entertainment. It expands the frequency of transit services along mixed-use corridors to ensure regular and reliable service. Transit route classifications within the study area are illustrated in Figure 10: Portion of Future 2040 Long Range Transit Network below.

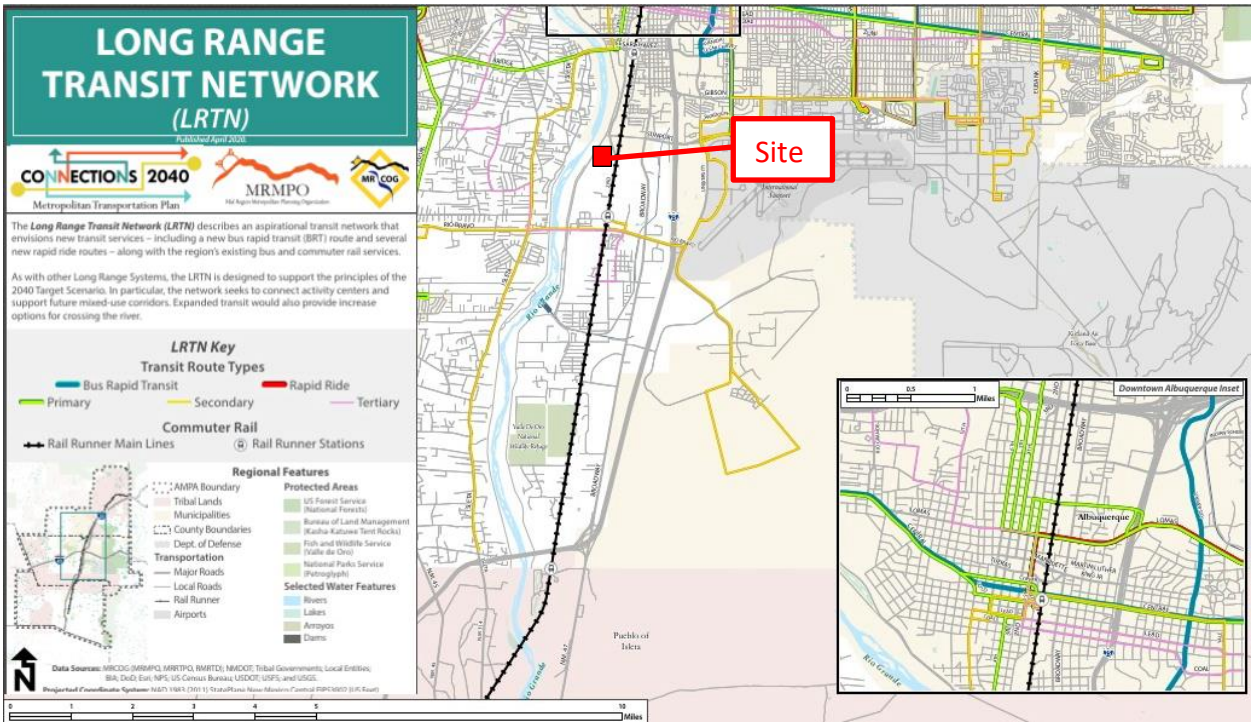


Figure 10: Portion of Future 2040 Long Range Transit Network

Within the study area, the LRTN identifies a secondary transit route running eastbound and westbound along San Jose Ave. SE, designated as Route 16 (Broadway–University–Gibson). This route operates Monday through Saturday at 45-minute intervals, and every 65 minutes on Sundays. However, the route is located north of the site and does not extend far enough east to connect with arterials within the study area.

Another route, Route 51 (Atrisco–Rio Bravo), runs along SR 500/Rio Bravo Blvd. SW in both directions. It operates Monday through Saturday at 60-minute intervals and does not run on Sundays. Route 51 also services SR 303/2nd Street SW, south of SR 500/Rio Bravo Boulevard SW.

Additionally, Route 222 (Rio Bravo–Sunport) is available just southwest of the proposed site along SR 500/Rio Bravo Blvd. SW, providing a connection between the Bernalillo County Rail Runner Station and Albuquerque International Sunport. This route operates Monday through Friday at 65-minute intervals.

Based on the LRTN, **no additional accommodations to the proposed bus route network are recommended**. It can be concluded that transit service to the project site is limited, as the nearest existing transit route is more than 0.25 miles away. See City of Albuquerque bus route map on Appendix Page A-7.

Pedestrian Composite Index

The Pedestrian Composite Index (PCI) is a tool used to evaluate and prioritize areas for pedestrian improvements based on multiple factors. The PCI framework is designed to enhance walkability and pedestrian accessibility within urban environments. Factors considered in determining the index include proximity to city centers, demographics, roadway density, commute patterns, and travel reliability. The pedestrian activity categories within the study area are illustrated in Figure 11: Portion of Future 2040 Pedestrian Composite Index.

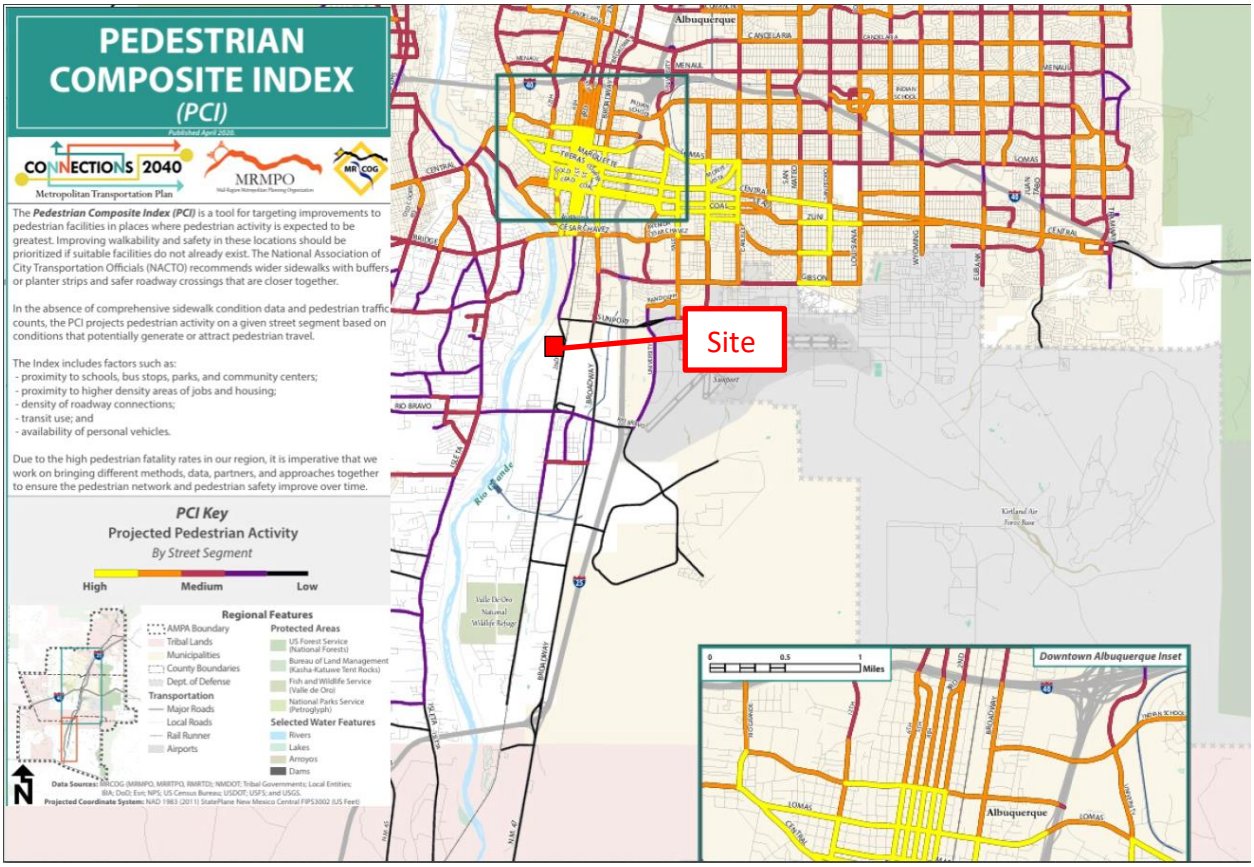


Figure 11: Portion of Future 2040 Pedestrian Composite Index

The segment along SR 303/2nd St. has a low PCI rating, primarily due to the absence of sidewalks and bus stops along the roadway. **Given the proposed paved trail in the area, no additional pedestrian accommodations are recommended**.

Analysis of Existing Conditions

Existing Traffic Volumes

Since the implementation year is less than three years in the future and the annual background traffic growth rate ranges between 0.6% and 0.8%, no existing-year analysis was performed. The Implementation Year NO BUILD analyses are expected to closely approximate existing conditions. Existing traffic volumes (turning movement counts) were collected at the intersections targeted for analysis in this study on April 16, 2024. Figure 12: Traffic Count Camera Location shows the camera location to capture counts and the traffic counts are attached on Appendix Pages A-8 through A-16.

Figure 12: Traffic Count Camera Location

Existing traffic volumes were collected on April 16, 2024, while school was in session. Turning movement counts were calculated for the 2025 and 2035 AM and PM peak hours under NO BUILD and BUILD conditions for each movement at each intersection within the study area. NO BUILD volumes were generated by adjusting the existing volumes to account for background traffic growth. BUILD volumes were then calculated by adding the project-generated trips to the NO BUILD volumes. Summarized turning movement counts for 2025 volumes are provided on Appendix Pages A-17 through A-25. Summarized turning movement counts for 2035 volumes can be found on Appendix Pages A-26 through A-34.

Existing Signal Timing

The most current signal timing information was gathered from Bernalillo County for the intersection of SR 500/Rio Bravo Blvd. For the intersection of Woodward Rd. at SR 303/2nd St. SW signal timing information was gathered from the City of Albuquerque. Existing signal timing information is available on Appendix Pages A-35 through A-37.

Average Annual Weekday Traffic

The Traffic Flow Maps illustrate traffic patterns by representing vehicle movement and density on road networks. These maps assist in planning and managing roadway infrastructure, assessing congestion, and identifying maintenance and improvement options. The values shown on the traffic flow maps represent Average Annual Weekday Traffic (AAWT), which measures the average number of vehicles on a roadway during weekdays over a full year. The 2022 Traffic Flow Map is presented in Figure 13: Portion of 2022 Traffic Flow Map shown below.

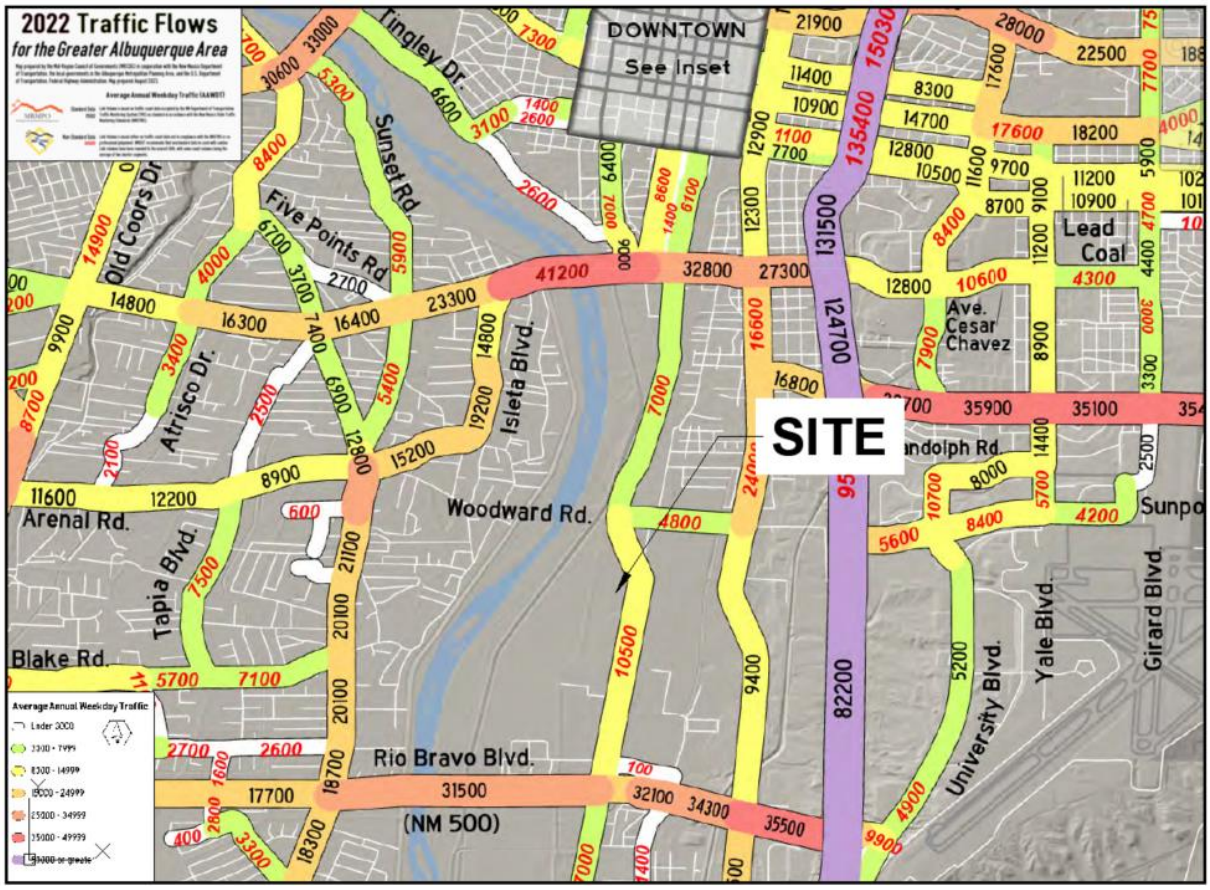


Figure 13: Portion of 2022 Traffic Flow Map

SR 303/2nd St. experiences a moderately low weekday traffic volume, with an AAWT of 10,540 vehicles. This volume was obtained from the Mid-Region Council of Governments (MRCOG) Transportation Analysis and Querying Application (TAQA) website.

Crash Analysis

A crash analysis for the proposed development was conducted to improve road safety by understanding the causes and consequences of traffic incidents. The crash analysis Identifies factors that contributed to the crash such as driver behavior, road conditions, vehicle performance, and environmental influences. The crash analysis evaluates the severity of the crash and its effects on vehicles, passengers, and infrastructure, and assists in finding a safety measure to reduce the occurrence of the crash type. With the crash analysis data, the development of safety measures can be implemented by proposing improvements in road design, traffic regulations, and vehicle safety features to prevent similar accidents in the future. The data provided in this portion of the TIS support policy decisions and infrastructure planning aimed at reducing accident rates and enhancing overall traffic study.

Crash data for the study area was collected for the years 2018, 2019, 2020, 2021, and 2022. The crash data was taken from the New Mexico Department of Transportation's (NMDOT) statewide database. The crash history data was collected for the intersections (3 intersections) surrounding the Coyote Gravel, Inc. Secondary Site study area.

Based on the high number of crashes reported over the recent five-year period (252 crashes), this report finds that there are significant safety issues in the study area. These issues are due to the high volume of traffic utilizing SR 500/Rio Bravo Blvd. and the vicinity of the railroad tracks within the intersection. This poses a driver reaction issue evident in the data retrieved. Table 3: Coyote Gravel Inc. Crash Analysis Summary below summarizes the crashes by year and by crash attributes:

Table 3: Coyote Gravel Inc. Crash Analysis Summary

Crash Analysis Summary Table

Coyote Gravel Inc. Secondary Site

(City of Albuquerque & Bernalillo County, NM)

Crash Analysis Summary Table

Crash Data from (IPRA) Internal Request

CRASH TYPE	Year					SUBTOTAL	PERCENTAGE CRASH TYPE
	2018	2019	2020	2021	2022		
BACKING UP	0	0	1	0	1	2	1%
FIXED OBJECT	4	2	3	0	4	13	5%
LEFT-TURN ANGLE	0	1	5	2	3	11	4%
U-TURN	1	0	0	0	0	1	0%
RIGHT-TURN-ANGLED	8	10	8	4	6	36	14%
HEAD-ON COLLISION	0	1	0	0	0	1	0%
REAR-END	21	24	13	14	25	97	38%
SIDESWIPE LL	0	0	1	1	1	3	1%
SIDESWIPE RL	2	4	4	3	2	15	6%
T-BONE	0	0	2	1	1	4	2%
ROLLOVER	1	0	1	0	0	2	1%
PEDESTRIAN	0	0	0	1	0	1	0%
MOTORCYCLIST	0	0	0	1	0	1	0%
PEDACYCLIST	1	0	3	0	0	4	2%
OTHER	0	2	1	2	1	6	2%
UNKNOWN	3	7	25	1	19	55	22%
SUBTOTAL	41	51	66	30	62	252	100.00%

The right-turn crashes, and rear-end crashes were the highest rate of crashes. Rear-end types of crashes are common at signalized intersections. Right-angle types of crashes are more common at unsignalized intersections. Most crashes are the result of driver error and not an issue to traffic features and infrastructure. There was one fatality reported.

Table 4: Crash Intensity

Crash Analysis Summary Table

Coyote Gravel Inc. Secondary Site

Crash Data from IPRA

CRASH TYPE	Year					SUBTOTAL	PERCENTAGE CRASH TYPE
	2018	2019	2020	2021	2022		
FATALITY	1	1	0	0	0	2	0.8%
INJURY	13	21	19	11	14	78	31.0%
PROPERTY DAMAGE	35	36	25	20	39	155	61.5%
NO DATA	-	-	-	-	-	17	6.7%
SUBTOTAL	49	58	44	31	53	252	100.0%

Analysis of Future Conditions

Traffic Volume Projections

The anticipated Implementation Year for this project is 2025 and the Horizon Year is 2035. MRCOG Traffic Flow Map data was used for traffic growth from 2010 to 2021 to determine the historical growth rates for the study area. The calculated growth rate at the intersections varies between 0.6% and 0.8% and is the same for both the Implementation Year and Horizon Year. See Appendix Pages A-38 through A-40 for the Historic Growth Rate Data Table and Graph. The following growth rates percentages were used for each intersection.

1. Woodward Rd. SW at SR 303/2nd St. SW – 0.6%
2. Hill St. SW/Driveway "B" at SR 303/2nd St. SW – 0.6%
3. SR 500/Rio Bravo Blvd. SW at SR 303/2nd St. SW – 0.8%
4. Driveway "A" at SR 303/2nd St. SW – 0.6%

The growth rates were then applied to the background traffic volumes. The 2025 construction year net volumes are 565 and 807 vehicles per hour, for the AM and PM peaks respectively. The projected turning movement spread sheet is attached Appendix Pages A-17 through A-25 and Appendix Pages A-26 through A-34.

To balance traffic volumes when building the Synchro 12 model, it was assumed that southbound traffic entering SR 303/2nd St. from Woodward Rd. would terminate prior to the proposed driveway

locations. This assumption was based on current conditions as well as residential and commercial properties north of the proposed site location.

Trip Generation

Trip generation is a prediction of trips originating from the proposed new site development that are influenced by land use characteristics, and purpose of trip. The calculated trips generated indicated the number of additional vehicles contributing to traffic demands, and multimodal impacts. The Institute of Transportation Engineers (ITE) Trip Generation Manual provides comprehensive data on vehicles trips generated from corresponding land uses. Each land use has a category of residential, commercial, industrial, and institutional. Table 5: Trip Generations Data summarized the new trip generations, considering pass by trips below and on Appendix Pages A-41 and A-42.

Table 5: Trip Generations Data

Coyote Gravel Products, Inc. (3053 2nd Street NW)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

COMMENT	USE (ITE CODE) / DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
	Specialty Trade Contractor	85.00	792	104	37	52	112
	Total Primary Trips			**104**	**37**	**52**	**112**

The ITE Code used for the proposed Coyote Gravel, Inc. Secondary Site Development is the following: ITE Code (180) Specialty Trade Contractor. The proposed development trip generation is expected to be 141 trucks per hour turning volume with 104 entering and 37 exiting during the AM peak. In addition to that, 164 trucks per hour turning volume with 52 entering and 112 exiting during the PM peak.

Trip Distribution

MRCOG Socio-economic data uses a Geographical Information System (GIS) to support various planning activities. The sub area map enhances the precision and effectiveness of trip distribution models allowing for a granular analysis of travel patterns, accurate data on trip origin and destination, identify congestion issues, and evaluate different scenarios on traffic patterns. Construction trips were distributed based on Mid-Region Council of Governments' Socio-economic data (2016-2040 data set).

The construction trips were distributed based on the population distribution regionally inversely proportional to the distance of the subarea from the project. See Subarea Map below. Table 6: Trip Distribution and

Table 7: Trip Distribution Continued was used to calculate the Construction Trip Distributions percentages for each subarea.

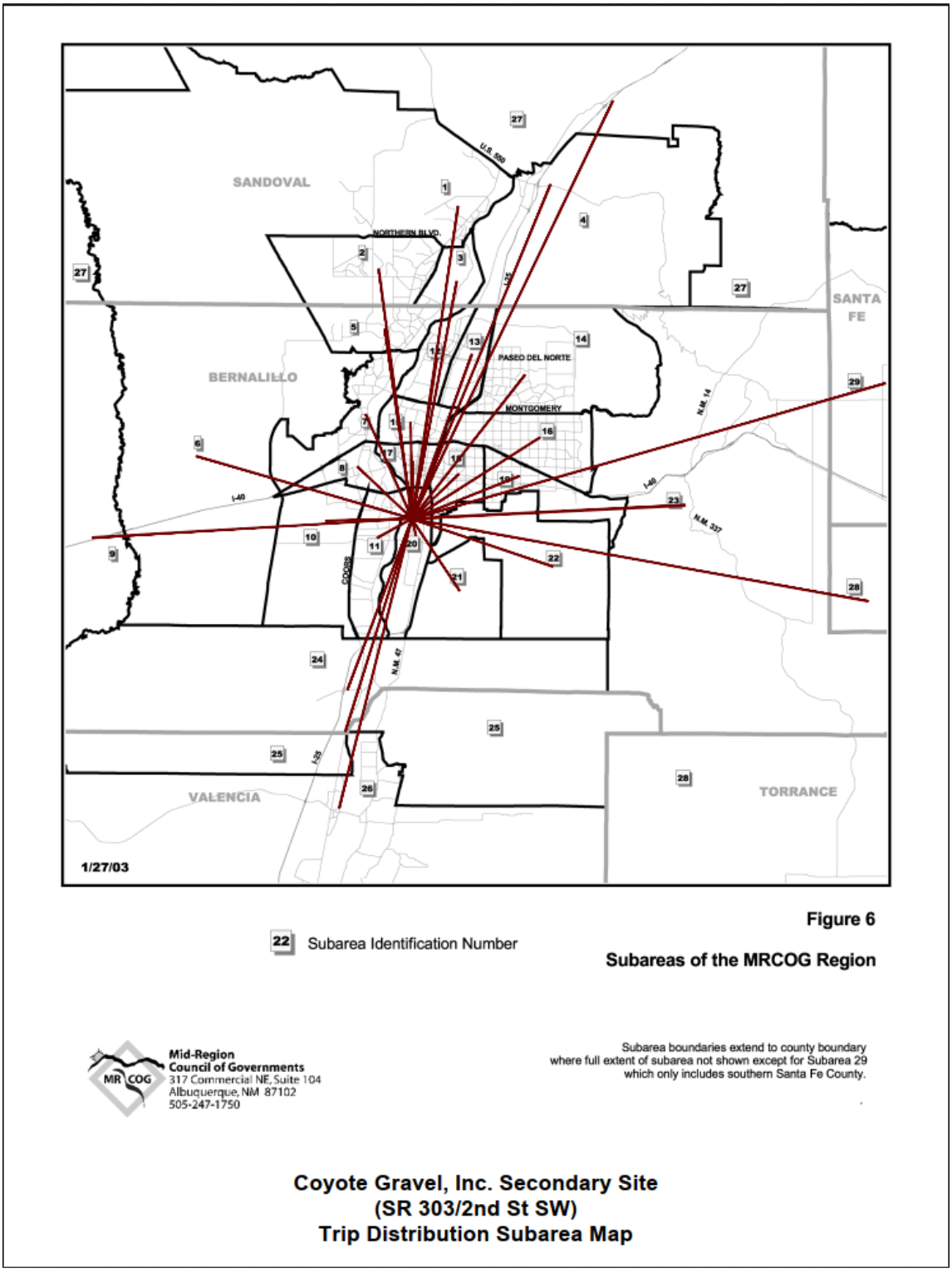


Figure 14: Subarea Map

Table 6: Trip Distribution

Trip Distribution Table

Coyote Gravel, Inc.

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Office / Warehouse Development Trips**

2016 and 2040 Data Taken from Mid-Region Council of Governments' 2040 Data Set
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(2N) SR 303/2nd St SW (North)			(WE) Woodward Rd. SW (East)			(HE) Hill St. (East)		
Sub Area I.D.#	% Sub Area in Study	2016 Employment	2040 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2016	2040	2025													
1	100%	44,711	62,255	51,290	51,290	17.6	2,914	2.08%	0%	0.00%	0	100%	2.08%	2,914	0%	0.00%	0
2	100%	54,828	62,222	57,601	57,601	14	4,114	2.93%	0%	0.00%	0	100%	2.93%	4,114	0%	0.00%	0
3	100%	8,510	10,377	9,210	9,210	13.5	682	0.49%	0%	0.00%	0	100%	0.49%	682	0%	0.00%	0
4	100%	13,817	17,784	15,305	15,305	20.2	758	0.54%	0%	0.00%	0	100%	0.54%	758	0%	0.00%	0
5	100%	59,285	58,890	59,137	59,137	10.7	5,527	3.94%	0%	0.00%	0	100%	3.94%	5,527	0%	0.00%	0
6	100%	5,988	9,663	7,366	7,366	12.5	589	0.42%	0%	0.00%	0	100%	0.42%	589	0%	0.00%	0
7	100%	59,485	71,484	63,985	63,985	6.4	9,998	7.13%	0%	0.00%	0	100%	7.13%	9,998	0%	0.00%	0
8	100%	31,699	34,678	32,816	32,816	4.2	7,813	5.57%	20%	1.11%	1,563	80%	4.46%	6,251	0%	0.00%	0
9	100%	2,158	3,112	2,516	2,516	17.9	141	0.10%	0%	0.00%	0	100%	0.10%	141	0%	0.00%	0
10	100%	64,323	61,537	63,278	63,278	4.8	13,183	9.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	33,210	40,174	35,822	35,822	2.2	16,283	11.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	15,936	22,087	18,243	18,243	9.1	2,005	1.43%	0%	0.00%	0	100%	1.43%	2,005	0%	0.00%	0
13	100%	9,888	12,530	10,879	10,879	9.8	1,110	0.79%	0%	0.00%	0	100%	0.79%	1,110	0%	0.00%	0
14	100%	73,684	84,299	77,665	77,665	10.2	7,614	5.43%	0%	0.00%	0	100%	5.43%	7,614	0%	0.00%	0
15	100%	24,829	33,670	28,144	28,144	5.4	5,212	3.72%	0%	0.00%	0	100%	3.72%	5,212	0%	0.00%	0
16	100%	82,412	94,137	86,809	86,809	8.4	10,334	7.37%	0%	0.00%	0	100%	7.37%	10,334	0%	0.00%	0
17	100%	22,270	37,540	27,996	27,996	3.2	8,749	6.24%	20%	1.25%	1,750	80%	4.99%	6,999	0%	0.00%	0
18	100%	41,643	56,762	47,313	47,313	3.6	13,142	9.37%	0%	0.00%	0	100%	9.37%	13,142	0%	0.00%	0
19	100%	65,540	81,066	71,362	71,362	6.5	10,979	7.83%	0%	0.00%	0	100%	7.83%	10,979	0%	0.00%	0
20*	100%	9,636	10,794	10,070	10,070	1	10,070	7.18%	50%	3.59%	5,035	0%	0.00%	0	0%	0.00%	0
21	100%	559	17,783	7,018	7,018	4.8	1,462	1.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	3,511	3,820	3,627	3,627	8.3	437	0.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	19,163	27,184	22,171	22,171	15.3	1,449	1.03%	0%	0.00%	0	100%	1.03%	1,449	0%	0.00%	0
24	100%	2,531	3,352	2,839	2,839	10.2	278	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	863	1,161	975	975	12.4	79	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	56,155	59,697	57,483	57,483	16.6	3,463	2.47%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	19,926	24,499	21,641	21,641	25.9	836	0.60%	0%	0.00%	0	100%	0.60%	836	0%	0.00%	0
28	100%	15,662	18,407	16,691	16,691	25.9	644	0.46%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	10,397	11,564	10,835	10,835	27.5	394	0.28%	0%	0.00%	0	100%	0.28%	394	0%	0.00%	0
		852,619	1,032,528	920,085	920,085		140,259	100.00%		5.95%	8,348		64.91%	91,047		0.00%	0
											5.95%			64.91%			0.00%
											Use 6%			Use 65%			Use 1%

* - Subarea in which the site it located.

Table 7: Trip Distribution Continued

Trip Distribution Table

Coyote Gravel, Inc.

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Office / Warehouse Development Trips**

2016 and 2040 Data Taken from Mid-Region Council of Governments' 2040 Data Set
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(RE) SR 500/ Rio Bravo Blvd (East)			(2S) SR 303/2nd St SW (South)			(RW) SR 500/ Rio Bravo Blvd (West)		
Sub Area I.D.#	**% Sub Area in Study**	**2016 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2016	**2040**	**2025**													
1	100%	44,711	62,255	51,290	51,290	17.6	**2,914**	**2.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	54,828	62,222	57,601	57,601	14	**4,114**	**2.93%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	8,510	10,377	9,210	9,210	13.5	**682**	**0.49%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,817	17,784	15,305	15,305	20.2	**758**	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	59,285	58,890	59,137	59,137	10.7	**5,527**	**3.94%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	5,988	9,663	7,366	7,366	12.5	**589**	**0.42%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	59,485	71,484	63,985	63,985	6.4	**9,998**	**7.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	31,699	34,678	32,816	32,816	4.2	**7,813**	**5.57%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	2,158	3,112	2,516	2,516	17.9	**141**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	64,323	61,537	63,278	63,278	4.8	**13,183**	**9.40%**	0%	0.00%	0	0%	0.00%	0	100%	9.40%	13,183
11	100%	33,210	40,174	35,822	35,822	2.2	**16,283**	**11.61%**	0%	0.00%	0	0%	0.00%	0	100%	11.61%	16,283
12	100%	15,936	22,087	18,243	18,243	9.1	**2,005**	**1.43%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	9,888	12,530	10,879	10,879	9.8	**1,110**	**0.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	73,684	84,299	77,665	77,665	10.2	**7,614**	**5.43%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,829	33,670	28,144	28,144	5.4	**5,212**	**3.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	82,412	94,137	86,809	86,809	8.4	**10,334**	**7.37%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	22,270	37,540	27,996	27,996	3.2	**8,749**	**6.24%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	41,643	56,762	47,313	47,313	3.6	**13,142**	**9.37%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	65,540	81,066	71,362	71,362	6.5	**10,979**	**7.83%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20*	100%	9,636	10,794	10,070	10,070	1	**10,070**	**7.18%**	0%	0.00%	0	50%	3.59%	5,035	0%	0.00%	0
21	100%	559	17,783	7,018	7,018	4.8	**1,462**	**1.04%**	0%	0.00%	0	100%	1.04%	1,462	0%	0.00%	0
22	100%	3,511	3,820	3,627	3,627	8.3	**437**	**0.31%**	100%	0.31%	437	0%	0.00%	0	0%	0.00%	0
23	100%	19,163	27,184	22,171	22,171	15.3	**1,449**	**1.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,531	3,352	2,839	2,839	10.2	**278**	**0.20%**	100%	0.20%	278	0%	0.00%	0	0%	0.00%	0
25	100%	863	1,161	975	975	12.4	**79**	**0.06%**	100%	0.06%	79	0%	0.00%	0	0%	0.00%	0
26	100%	56,155	59,697	57,483	57,483	16.6	**3,463**	**2.47%**	100%	2.47%	3,463	0%	0.00%	0	0%	0.00%	0
27	100%	19,926	24,499	21,641	21,641	25.9	**836**	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	15,662	18,407	16,691	16,691	25.9	**644**	**0.46%**	100%	0.46%	644	0%	0.00%	0	0%	0.00%	0
29	100%	10,397	11,564	10,835	10,835	27.5	**394**	**0.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		852,619	1,032,528	920,085	920,085		**140,259**	**100.00%**		3.49%	**4,901**		4.63%	**6,497**		21.01%	**29,465**
											3.49%			4.63%			21.01%
											Use 3%			Use 5%			Use 21%

* - Subarea in which the site it located.

Trip Assignments

Trip assignment is the process of determining the specific routes that trips will take through a transportation network. Assignment percentages are used to distribute the trips generated by the proposed development to individual traffic movements at each intersection within the study area. These percentages are derived from the trip distribution analysis and logical routing based on the existing roadway network and expected travel patterns. Trip assignment diagrams for each route are provided below..

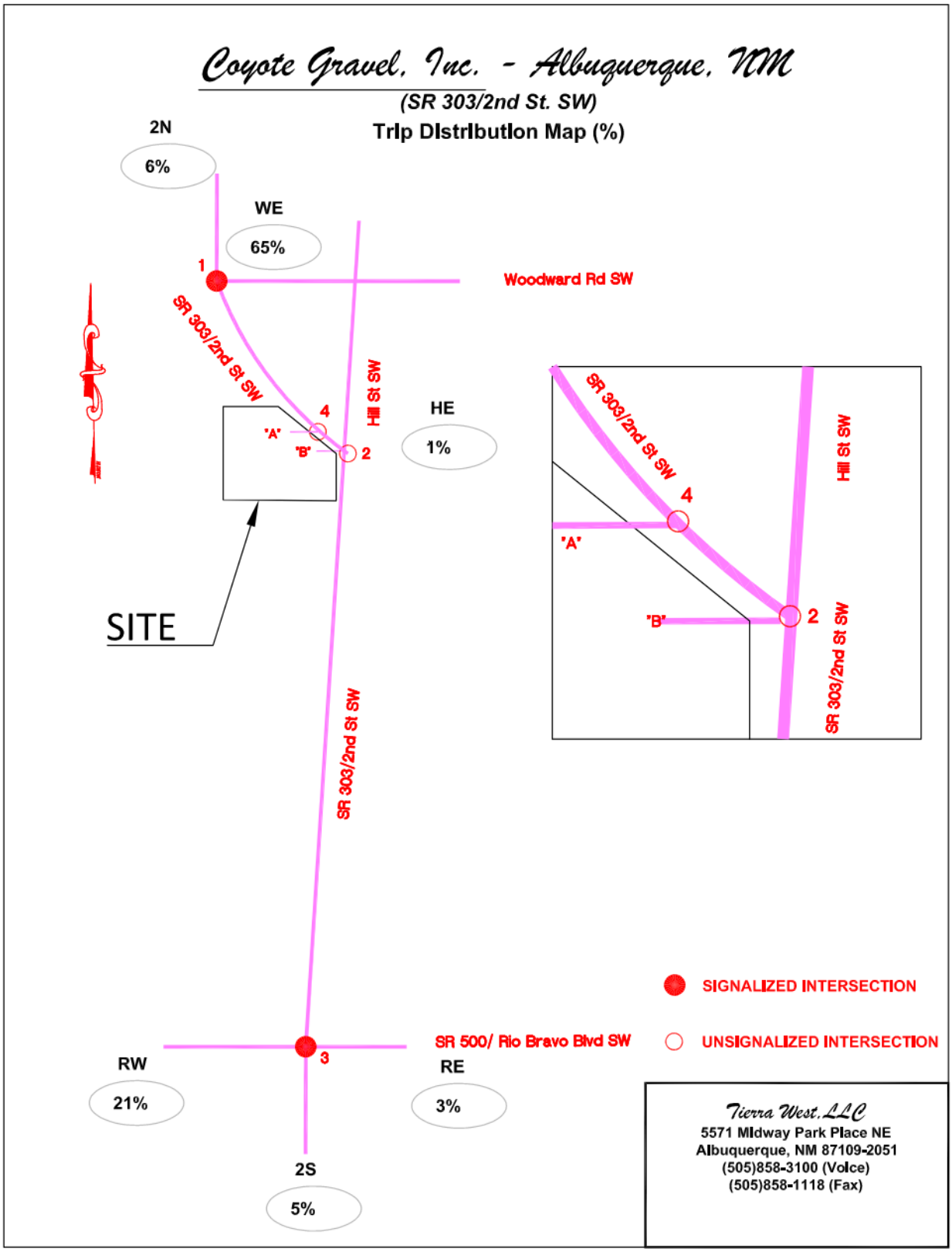


Figure 15: Trip Distribution Map (%)

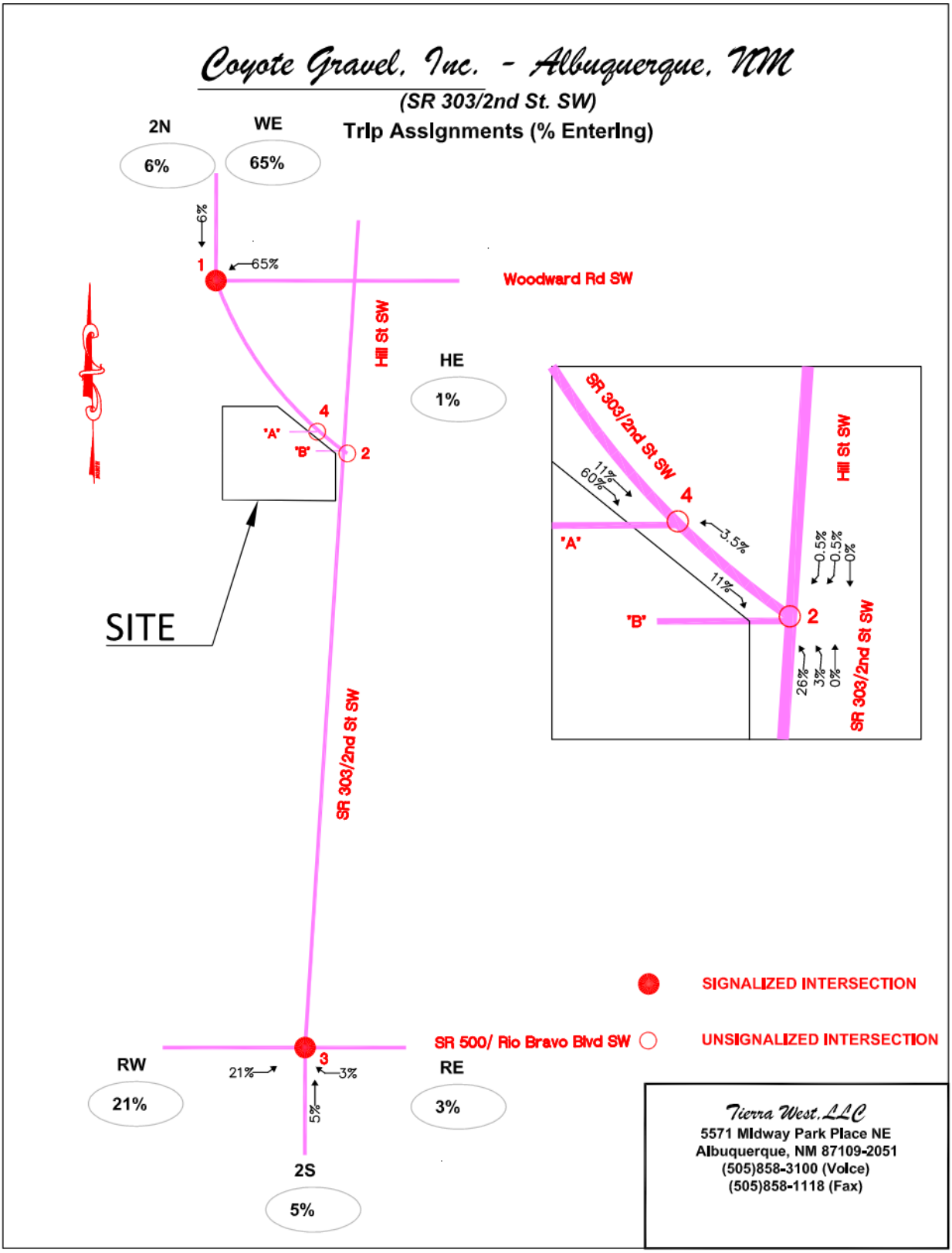


Figure 16: Trip Assignments - % Entering

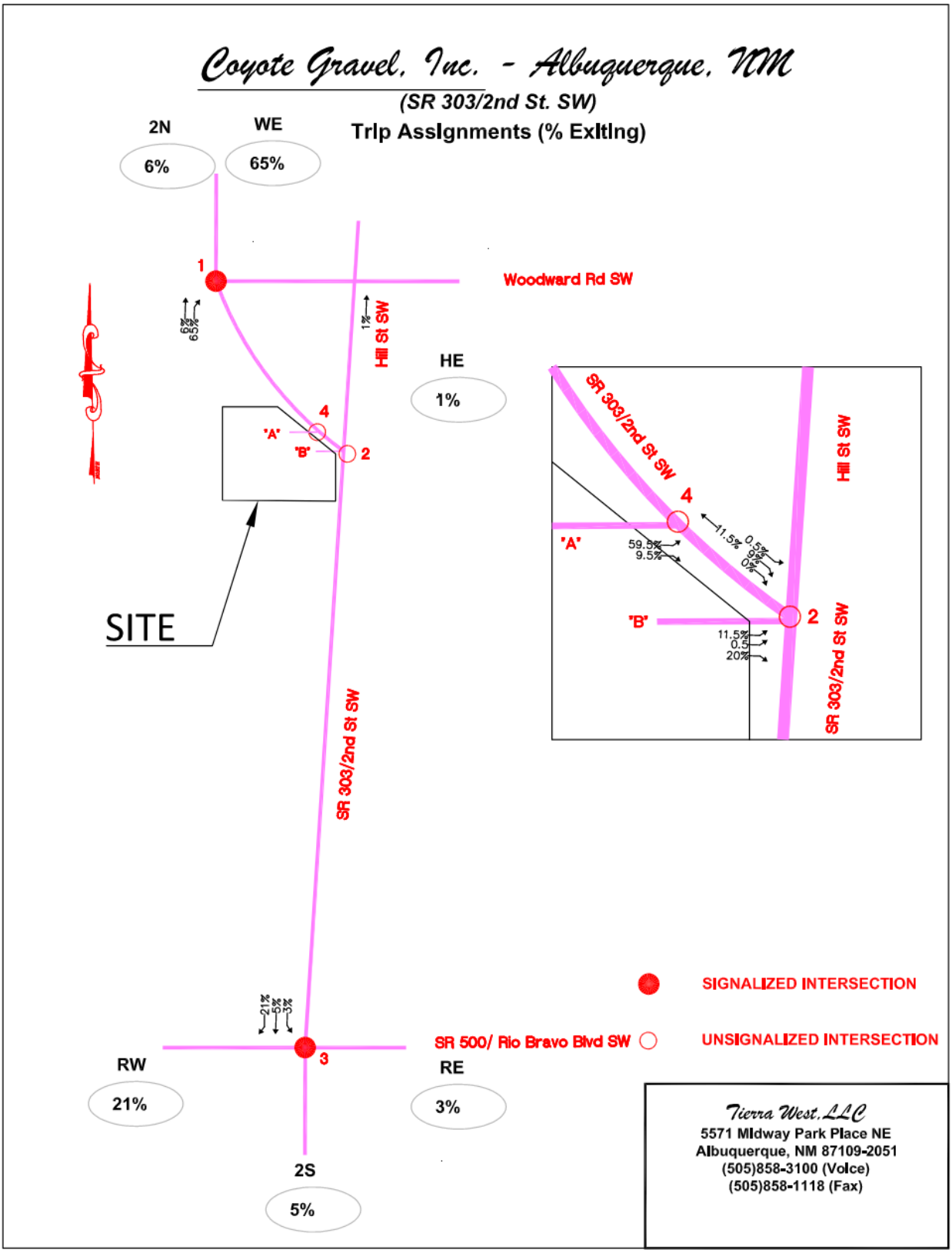


Figure 17: Trips Assignments - % Exiting

Intersection Capacity Analysis

The Highway Capacity Manual establishes a criterion for the determinations of signalized and unsignalized levels-of-service. These levels determine if an intersection will be proficient enough to accommodate the projected volumes from the new development. The average control delay is calculated for each intersection and for each lane group of each leg of the intersection. The analysis of the calculated control delay determines the level of service for each lane group. However, if the v/c ratio is 1.0 or greater, then the v/c ratio overrides the calculated delay and qualifies the lane group to be LOS "F". The control delay generally determines the level-of-service based on the following table:

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Average Delay (secs)	Level-of-Service
≤ 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

For parameters of acceptance, generally a Level-of-Service D or better is an acceptable parameter for design purposes.

In summary, the proposed Coyote Gravel Inc. Secondary Site will have minimal adverse impact on the adjacent transportation system. Level of service (LOS) at the intersections in the study area meet the City of Albuquerque's/Bernalillo County's minimum acceptable Level of Service Standards for the 2025 implementation year and 2035 horizon year for all intersections in the study area with the exception noted in the executive summary.

Level of Service (LOS)

According to the City of Albuquerque Design Process Manual (DPM), LOS standards are defined by Access Category. Table 8: Design Process Manual LOS Criteria identifies the minimum acceptable LOS standards according to Functional Classification & Roadway Type and City of Albuquerque's ABC Comp Plan Type.

Table 8: Design Process Manual LOS Criteria

TABLE 7.5.88 **Desired LOS by Location and Corridor Type**							
Functional Classification & Roadway Type	**ABC Comp Plan Center Type**						
	Transit Station Area	**Downtown**	**Urban Center**	**Activity Center**	**Village Center**	**Employment Center**	**Outside Center**
Premium Transit	E-F	E-F	E-F	E-F	E-F	E-F	E-F
Major Transit	E	E-F	E	E	D-E	D-E	D-E
Multi-modal	E	E	E	E	D-E	D-E	D-E
Commuter	E	E	D-E	D-E	D-E	D-E	D
Other Arterial	E	E	E	D-E	D-E	D-E	D
Minor Arterial	E	E	D-E	D-E	D-E	D	D
Collector	E	D-E	D	D	C-D	C-D	C-D

SR 303/2nd St. is classified as an "Other Arterial" within a Transit Station Area. Intersections and driveways along SR 303/2nd St. are required to operate at a LOS E or better. Under Build conditions, LOS should remain at E or better, or mitigation should be provided to ensure that LOS is maintained at levels equivalent to No Build conditions.

The following Lanes/Volumes Analysis (LVA) tables demonstrate the impacts of the proposed development on the surrounding roadway network. These tables quantify AM Peak Hour (APH) and PM Peak Hour (PPH) traffic volumes under No Build and Build conditions, along with corresponding volume-to-capacity (v/c) ratios, LOS, average delays, and 95th percentile queue lengths.

The analysis evaluates both proposed driveway access points and existing intersections within the study area.

#1 – Signalized Intersection of Woodward Rd. SW at SR 303/2nd St. SW

Figure 18: Signalized Intersection of Woodward Rd. SW at SE 303/2nd St. SW

The results of the 2025 Implementation Year for the APH and PPH analysis of the unsignalized intersection of Woodward Rd. at SR 303/2nd St. are summarized in Table 9: 2025 Implementation Year Woodward Rd. at SR 303/2nd St. AM Peak LVAM Summary, as well as attached on Appendix Pages A-43through A-46. The results of the 2035 Horizon Year for the APH and PPH analysis of the unsignalized intersection of Woodward Rd. at SR 303/2nd St. are summarized in Table 10: 2035 Horizon Year Woodward Rd. at SR 303/2nd St. LVAM Summary, as well as attached on Appendix Pages A-57 through A-60.

Table 9: 2025 Implementation Year Woodward Rd. at SR 303/2nd St. AM Peak LVAM Summary

Synchro Results Summary Sheet

1: Woodward Rd. & SR 303/2nd St.

2025_Conditions

Woodward Rd.

SR 303/2nd St.

Signalized

Woodward Rd. / SR 303/2nd St. 2025_Conditions	WB (Woodward Rd.)			NB (SR 303/2nd St.)			SB (SR 303/2nd St.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1		1		1>		1	1	
AM Peak Hour									
2025_NO BUILD Volumes	117		60		539	338	52	117	
V/C Ratio	0.15		0.09		0.00	0.91	0.14	0.09	
Level-of-Service	B		B			D	B	A	
Control Delay (Seconds)	18.4		17.9		0.0	39.8	15.8	9.0	
Intersection LOS	**C - 32.7**								
95th Percentile Queue (veh)									
2025_BUILD Volumes	185		60		541	362	52	123	
V/C Ratio	0.23		0.09		0.00	0.81	0.17	0.09	
Level-of-Service	B		B			C	B	A	
Control Delay (Seconds)	19.4		17.9		0.0	26.6	14.7	9.0	
Intersection LOS	**C - 23.1**								
95th Percentile Queue (veh)	1.7		0.5		0.0	9.8	0.3	0.6	
PM Peak Hour									
2025_NO BUILD Volumes	366		165		133	93	133	286	
V/C Ratio	0.39		0.21		0.00	0.20	0.14	0.18	
Level-of-Service	C		B			B	B	A	
Control Delay (Seconds)	21.6		19.2		0.0	15.7	10.4	9.7	
Intersection LOS	**B - 16.0**								
95th Percentile Queue (veh)	3.1		1.3		0.0	1.5	0.7	1.4	
2025_BUILD Volumes	400		165		140	166	133	289	
V/C Ratio	0.50		0.24		0.00	0.31	0.19	0.22	
Level-of-Service	C		B			B	B	B	
Control Delay (Seconds)	23.6		19.7		0.0	15.5	10.7	10.0	
Intersection LOS	**B - 16.8**								
95th Percentile Queue (veh)	4.3		1.6		0.0	2.3	0.7	1.6	

Table 10: 2035 Horizon Year Woodward Rd. at SR 303/2nd St. LVAM Summary

Synchro Results Summary Sheet

1: Woodward Rd. & SR 303/2nd St.

2035_Conditions

Woodward Rd.

SR 303/2nd St.

Signalized

Woodward Rd. / SR 303/2nd St. 2035_Conditions	WB (Woodward Rd.)			NB (SR 303/2nd St.)			SB (SR 303/2nd St.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1		1		1>		1	1	
AM Peak Hour									
2025_NO BUILD Volumes	124		64		571	358	55	124	
V/C Ratio	0.16		0.09		0.00	0.96	0.16	0.09	
Level-of-Service	B		B			D	B	A	
Control Delay (Seconds)	18.5		17.9		0.0	48.8	17.1	9.0	
Intersection LOS	**D - 39.2**								
95th Percentile Queue (veh)	1.1		0.6		0.0	15.1	0.4	0.7	
2025_BUILD Volumes	192		64		573	382	55	130	
V/C Ratio	0.24		0.09		0.00	0.98	0.17	0.10	
Level-of-Service	B		B			D	B	A	
Control Delay (Seconds)	19.5		17.9		0.0	52.9	15.7	9.1	
Intersection LOS	**D - 42.1**								
95th Percentile Queue (veh)	1.8		0.6		0.0	15.8	0.4	0.7	
PM Peak Hour									
2025_NO BUILD Volumes	388		175		141	98	141	303	
V/C Ratio	0.49		0.26		0.00	0.25	0.18	0.23	
Level-of-Service	C		B			B	B	B	
Control Delay (Seconds)	23.3		19.9		0.0	16.2	10.9	10.1	
Intersection LOS	**B - 16.8**								
95th Percentile Queue (veh)	4.1		1.7		0.0	1.9	0.9	1.8	
2025_BUILD Volumes	422		175		148	171	141	306	
V/C Ratio	0.53		0.26		0.00	0.32	0.20	0.23	
Level-of-Service	C		B			B	B	B	
Control Delay (Seconds)	24.2		19.9		0.0	15.9	10.8	10.1	
Intersection LOS	**B - 17.1**								
95th Percentile Queue (veh)	4.6		1.7		0.0	2.5	0.8	1.7	

Both the implementation year and the horizon year analysis in the above tables show the signalized intersection of Woodward Rd. at SR 303/2nd St. is operating at an acceptable level of service for all conditions evaluated in this study. The V/C ratio for the northbound right-turn movement is nearly at capacity, 0.91 and the 95th percentile queue length is 15 vehicles for the AM NO Build analysis. For all the other conditions analyzed and movements, the V/C ration and 95th percentile queue length are negligible. The delay experienced by the intersection is 32.7 seconds and 39.2 seconds for the APH No

Build Conditions during both the implementation year and horizon year, respectively. The new trips generated for Coyote Gravel, Inc. Secondary Site present no significant adverse impact to this signalized intersection.

#2 – Unsignalized Intersection of Hill St. SW/Driveway "B" at SR 303/2nd St. SW

Figure 19: Unsignalized Intersection Areial of Hill St. SW at SR 303/2nd St. SW

The results of the 2025 Implementation Year for the APH and PPH analysis of the signalized intersection of Hill St. at SR 303/2nd St. are summarized in Table 11: 2025 Implementation Year Hill St. at SR 303/2nd St. LVAM Summary, as well as attached on Appendix Pages A-47 through A-50. The results of the 2035 Horizon Year for the APH and PPH analysis of the signalized intersection of Hill St. at SR 303/2nd St. are summarized in Table 12: 2035 Horizon Year Hill St. at SR 303/2nd St. LVAM Summary, as well as attached on Appendix Pages A-61 through A-64.

Table 11: 2025 Implementation Year Hill St. at SR 303/2nd St. LVAM Summary

Synchro Results Summary Sheet

2: Hill St./Driveway "B" & SR 303/2nd St.

2025_Conditions

Hill St/Driveway B

SR 303/2nd St.

Unsignalized

Hill St/Driveway B / SR 303/2nd St. 2025_Conditions	EB (Hill St/Driveway B)			WB (Hill St/Driveway B)			NB (SR 303/2nd St.)			SB (SR 303/2nd St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry					<1>			1>			<1	
AM Peak Hour												
2025_NO BUILD Volumes				0	0	0		857	0	0	229	
V/C Ratio												
Level-of-Service					A					A		
Control Delay (Seconds)					0.0					0.0		
Intersection LOS	**A - 0.0**											
95th Percentile Queue (veh)										0.0		
Build Lane Geometry		<1>			<1>			<1>			<1>	
2025_BUILD Volumes	4	0	7	0	1	1	27	860	0	0	232	11
V/C Ratio		0.02			0.01		0.02					
Level-of-Service		C			C		A	A		A		
Control Delay (Seconds)		15.3			18.7		8.8	0.0		0.0		
Intersection LOS	**A - 0.4**											
95th Percentile Queue (veh)		0.1			0.0		0.1			0.0		

PM Peak Hour												
Existing Lane Geometry					<1>			1>			<1	
2025_NO BUILD Volumes				0	0	0	0	233	4	0	684	
V/C Ratio					0.00					0.00		
Level-of-Service					A					A		
Control Delay (Seconds)					9.0					0.0		
Intersection LOS	**A - 0.0**											
95th Percentile Queue (veh)					0.0					0.0		
Build Lane Geometry		<1>			<1>			<1>			<1>	
2025_BUILD Volumes	13	1	22	0	0	4	14	235	4	1	694	6
V/C Ratio		0.08			0.00		0.01			0.00		
Level-of-Service		C			B		B	A		A	A	
Control Delay (Seconds)		16.6			10.4		10.2	0.0		7.5	0.0	
Intersection LOS	**A - 0.8**											
95th Percentile Queue (veh)		0.2			0.0		0.0			0.0		

Table 12: 2035 Horizon Year Hill St. at SR 303/2nd St. LVAM Summary

Synchro Results Summary Sheet

2: Hill St./Driveway "B" & SR 303/2nd St.

2035_Conditions

Hill St/Driveway B

SR 303/2nd St.

Unsignalized

Hill St/Driveway B / SR 303/2nd St. 2035_Conditions	EB (Hill St/Driveway B)			WB (Hill St/Driveway B)			NB (SR 303/2nd St.)			SB (SR 303/2nd St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry					<1>			1>			<1	
AM Peak Hour												
2025_NO BUILD Volumes				0	0	0		908	0	0	243	
V/C Ratio												
Level-of-Service									A	A		
Control Delay (Seconds)									0.0	0.0		
Intersection LOS	**A - 0.0**											
95th Percentile Queue (veh)										0.0		
Build Lane Geometry		<1>			<1>			1>			<1	
2025_BUILD Volumes	4	0	7	0	1	1	27	911	0	0	246	11
V/C Ratio		0.02			0.01		0.02					
Level-of-Service		C			C		A	A		A		
Control Delay (Seconds)		15.9			19.6		8.8	0.0		0.0		
Intersection LOS	**A - 0.4**											
95th Percentile Queue (veh)		0.1			0.0		0.1			0.0		
PM Peak Hour												
Existing Lane Geometry					<1>			1>			<1	
2025_NO BUILD Volumes				0	0	4	0	247	4	0	725	0
V/C Ratio										0.00		
Level-of-Service									A	A		
Control Delay (Seconds)									0.0	0.0		
Intersection LOS	**A - 0.0**											
95th Percentile Queue (veh)										0.0		
Build Lane Geometry		<1>			<1>			1>			<1	
2025_BUILD Volumes	13	1	22	0	0	4	14	249	4	1	735	6
V/C Ratio		0.08			0.00		0.01			0.00		
Level-of-Service		C			B		B	A		A	A	
Control Delay (Seconds)		17.3			10.4		10.3	0.0		7.6	0.0	
Intersection LOS	**A - 0.8**											
95th Percentile Queue (veh)		0.3			0.0		0.0			0.0		

Both the implementation year and the horizon year analysis in the above tables show the unsignalized intersection of Hill St./Driveway "B" at SR 303/2nd St. is operating at an acceptable level of service for all conditions evaluated in this study. The V/C and the 95th percentile queue length are negligible for each approached analyzed. The delay experienced by the intersection is 7.3 seconds for PPH during both the implementation year and horizon year. The new trips generated for Coyote Gravel, Inc. Secondary Site present no significant adverse impact to this unsignalized intersection.

#3 – Signalized Intersection of SR 500/Rio Bravo Blvd. SW at SR 303/2nd St. SW

Figure 20: Signalized Intersection of SR 500/Rio Bravo Blvd. SW at SR 303/2nd St. SW

The results of the 2025 Implementation Year for the APH and PPH analysis of the unsignalized intersection of SR 500/Rio Bravo Blvd. at SR 303/2nd St. are summarized in Table 13: 2025 Implementation Year SR 500/Rio Bravo Blvd. at SR 303/2nd St. LVAM Summary, as well as attached on Appendix Pages A-51 through A-54. The results of the 2035 Horizon Year for the APH and PPH analysis of the unsignalized intersection of Woodward Rd. at University Blvd are summarized in Table 14: 2035 Horizon Year SR 500/Rio Bravo Blvd. at SR 303/2nd St. LVAM Summary, as well as on Appendix Pages A-65 through A-68. The intersection configuration is shown in Figure 20: Signalized Intersection of SR 500/Rio Bravo Blvd. SW at SR 303/2nd St. SW.

Table 13: 2025 Implementation Year SR 500/Rio Bravo Blvd. at SR 303/2nd St. LVAM Summary

Synchro Results Summary Sheet

3: . SR 500/ Rio Bravo Blvd. & SR 303/2nd St

2025_Conditions

Rio Bravo Blvd.

SR 303/2nd St.

Signalized

Rio Bravo Blvd. / SR 303/2nd St. 2025_Conditions	EB (Rio Bravo Blvd.)			WB (Rio Bravo Blvd.)			NB (SR 303/2nd St.)			SB (SR 303/2nd St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2	1	1	2	1	1	1>		1	1	1
AM Peak Hour												
2025_NO BUILD Volumes	413	1,468	262	40	702	76	226	130		61	79	133
V/C Ratio	0.76	0.93	0.38	0.19	0.65	0.17	0.41	0.00	0.40	0.15	0.21	
Level-of-Service	C	D	C	C	C	C	C		C	C	C	
Control Delay (Seconds)	20.1	38.1	20.2	24.4	29.3	25.2	25.2	0.0	29.6	26.7	31.3	0.0
Intersection LOS	**C - 30.9**											
95th Percentile Queue (veh)	4.4	13.0	3.0	0.5	5.1	1.0	2.9	0.0	2.7	0.8	1.2	0.0
2025_BUILD Volumes	413	1,468	262	40	702	76	226	130	56	61	79	133
V/C Ratio	0.76	0.93	0.38	0.19	0.65	0.17	0.41	0.00	0.40	0.15	0.21	
Level-of-Service	C	D	C	C	C	C	C		C	C	C	
Control Delay (Seconds)	20.1	38.1	20.2	24.4	29.3	25.2	25.2	0.0	29.6	26.7	31.3	0.0
Intersection LOS	**C - 30.9**											
95th Percentile Queue (veh)	4.4	13.0	3.0	0.5	5.1	1.0	2.9	0.0	2.7	0.8	1.2	0.0
PM Peak Hour												
2025_NO BUILD Volumes	113	818	218	28	1,871	28	181	44	56	52	105	351
V/C Ratio	0.47	0.40	0.24	0.06	0.98	0.04	0.39	0.00	0.26	0.13	0.31	
Level-of-Service	C	B	B	B	D	B	C		C	C	D	
Control Delay (Seconds)	23.1	17.6	16.2	14.9	47.0	16.3	31.8	0.0	34.8	32.8	38.3	0.0
Intersection LOS	**D - 35.4**											
95th Percentile Queue (veh)	1.0	4.5	2.2	0.3	19.8	0.3	2.8	0.0	1.6	0.8	1.8	0.0
2025_BUILD Volumes	124	818	218	28	1,871	30	181	47	56	55	111	375
V/C Ratio	0.54	0.42	0.25	0.07	1.03	0.04	0.41	0.00	0.28	0.14	0.34	
Level-of-Service	C	B	B	B	F	B	C		D	C	D	
Control Delay (Seconds)	23.6	18.0	16.5	15.2	59.6	16.6	31.9	0.0	35.2	32.9	38.9	0.0
Intersection LOS	**D - 42.2**											
95th Percentile Queue (veh)	1.2	4.8	2.4	0.3	22.8	0.3	2.9	0.0	1.8	0.9	2.0	0.0

Table 14: 2035 Horizon Year SR 500/Rio Bravo Blvd. at SR 303/2nd St. LVAM Summary

Synchro Results Summary Sheet

3: . SR 500/ Rio Bravo Blvd. & SR 303/2nd St

2035_Conditions

Rio Bravo Blvd.

SR 303/2nd St.

Signalized

Rio Bravo Blvd. / SR 303/2nd St. 2035_Conditions	EB (Rio Bravo Blvd.)			WB (Rio Bravo Blvd.)			NB (SR 303/2nd St.)			SB (SR 303/2nd St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2	1	1	2	1	1	1>		1	1	1
AM Peak Hour												
2025_NO BUILD Volumes	422	1,584	283	44	757	78	244	135	61	65	83	135
V/C Ratio	0.79	1.01	0.41	0.23	0.70	0.18	0.44	0.00	0.42	0.16	0.22	
Level-of-Service	C	F	C	C	C	C	C		C	C	C	
Control Delay (Seconds)	21.1	54.8	21.0	25.5	30.5	25.8	25.3	0.0	30.2	27.5	32.2	0.0
Intersection LOS	**D - 38.5**											
95th Percentile Queue (veh)	4.6	17.3	3.4	0.5	5.7	1.0	3.2	0.0	2.9	0.9	1.2	0.0
2025_BUILD Volumes	444	1,584	283	44	757	81	244	140	61	66	85	143
V/C Ratio	0.82	1.01	0.41	0.23	0.72	0.19	0.44	0.00	0.43	0.16	0.23	
Level-of-Service	C	F	C	C	C	C	C		C	C	C	
Control Delay (Seconds)	22.2	54.9	21.0	25.9	31.4	26.5	25.3	0.0	30.4	27.5	32.3	0.0
Intersection LOS	**D - 38.7**											
95th Percentile Queue (veh)	5.0	17.3	3.4	0.6	5.8	1.1	3.2	0.0	3.0	0.9	1.3	0.0
PM Peak Hour												
2025_NO BUILD Volumes	122	883	235	30	2,019	30	196	48	61	57	113	379
V/C Ratio	0.54	0.46	0.28	0.08	1.12	0.04	0.44	0.00	0.29	0.14	0.35	
Level-of-Service	C	B	B	B	F	B	C		D	C	D	
Control Delay (Seconds)	23.8	18.9	17.1	15.5	91.5	16.8	31.7	0.0	35.2	33.2	39.3	0.0
Intersection LOS	**E - 59.4**											
95th Percentile Queue (veh)	1.2	5.4	2.6	0.3	29.4	0.3	3.2	0.0	1.9	0.9	2.1	0.0
2025_BUILD Volumes	133	883	235	30	2,019	32	196	51	61	60	119	403
V/C Ratio	0.58	0.46	0.28	0.08	1.12	0.05	0.44	0.00	0.29	0.15	0.36	
Level-of-Service	C	B	B	B	F	B	C		D	C	D	
Control Delay (Seconds)	24.0	18.8	17.1	15.6	92.0	16.9	31.8	0.0	35.4	33.2	39.5	0.0
Intersection LOS	**E - 59.6**											
95th Percentile Queue (veh)	1.3	5.4	2.6	0.3	29.5	0.3	3.2	0.0	1.9	1.0	2.2	0.0

Both the implementation year and the horizon year analysis in the above tables show the signalized intersection of SR 500/Rio Bravo Blvd. at SR 303/2nd St. is operating at an acceptable level of service for all conditions evaluated in this study. The V/C ratio exceeds 1.0 for the westbound through movement along SR 500/Rio Bravo Blvd. during the PPH No build condition. The 95th percentile queue length is 23 vehicles during the PPH for the westbound through movement. The delay for the westbound through movement is approximately 60 seconds. The delay experienced by the intersection is 7.1 seconds and 7.2 seconds for both the APH and PPH during both the implementation year and horizon year. The

new trips generated for Coyote Gravel, Inc. Secondary Site present no significant adverse impact to this signalized intersection.

#4 – Unsignalized Intersection of Driveway "A" at SR 303/2nd St. SW

The results of the 2025 Implementation Year for the APH and PPH analysis of the unsignalized intersection of Driveway "A" at SR 303/2nd St. are summarized in Table 15: 2025 Implementation Year Driveway "A" at SR 303/2nd St. LVAM Summary, as well as attached on Appendix Pages A-55 through A-56. The results of the 2035 Horizon Year for the APH and PPH analysis of the unsignalized intersection of Driveway "A" at SR 303/2nd St. are summarized in Table 15: 2025 Implementation Year Driveway "A" at SR 303/2nd St. LVAM Summary, as well as attached on Appendix Pages A-69 through A-70.

Table 15: 2025 Implementation Year Driveway "A" at SR 303/2nd St. LVAM Summary

Synchro Results Summary Sheet

4: Driveway A & SR 303/2nd St.

2025_Conditions

Driveway A

SR 303/2nd St.

Unsignalized

Driveway A / SR 303/2nd St. 2025_Conditions	EB (Driveway A)			NB (SR 303/2nd St.)			SB (SR 303/2nd St.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1>			<1>			<1>	
AM Peak Hour									
2025_BUILD Volumes	22		4	4	861			240	62
V/C Ratio	0.06			0.00					
Level-of-Service	C			A	A				
Control Delay (Seconds)	17.7			8.8	0.0				
Intersection LOS	**A - 0.4**								
95th Percentile Queue (veh)	0.2			0.0					
PM Peak Hour									
2025_BUILD Volumes	67		11	2	246			690	31
V/C Ratio	0.15			0.00					
Level-of-Service	C			A	A				
Control Delay (Seconds)	17.4			9.9	0.0				
Intersection LOS	**A - 1.3**								
95th Percentile Queue (veh)	0.5			0.0					

Table 16: 2035 Horizon Year Driveway "A" at SR 303/2nd St. LVAM Summary

Synchro Results Summary Sheet

4: Driveway A & SR 303/2nd St.

2035_Conditions

Driveway A

SR 303/2nd St.

Unsignalized

Driveway A / SR 303/2nd St. 2035_Conditions	EB (Driveway A)			NB (SR 303/2nd St.)			SB (SR 303/2nd St.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1>			<1>			<1>	
AM Peak Hour									
2025_BUILD Volumes	22	0	4	4	912	0	0	254	62
V/C Ratio		0.06		0.00					
Level-of-Service		C		A	A				
Control Delay (Seconds)		18.6		8.8	0.0				
Intersection LOS	**A - 0.4**								
95th Percentile Queue (veh)		0.2		0.0					
PM Peak Hour									
2025_BUILD Volumes	67	0	11	2	260	0	0	731	31
V/C Ratio		0.15		0.00					
Level-of-Service		C		B	A				
Control Delay (Seconds)		18.2		10.1	0.0				
Intersection LOS	**A - 1.3**								
95th Percentile Queue (veh)		0.5		0.0					

Both the implementation year and the horizon year analysis in the above tables show the unsignalized intersection of Driveway "A" at SR 303/2nd St. is operating at an acceptable level of service for all conditions evaluated in this study. The V/C and the 95th percentile queue length are negligible for each approached analyzed. The delay experienced by the intersection is 1.3 seconds for PPH during both the implementation year and horizon year. The new trips generated for Coyote Gravel, Inc. Secondary Site present no significant adverse impact to this unsignalized intersection.

Intersection Capacity Analysis Summary

The analysis was performed to comply with the requirements set forth by the City of Albuquerque and Bernalillo County. The results of the Implementation Year (2025) and Horizon Year (2035) AM Peak Hour (APH) and PM Peak Hour (PPH) NO BUILD and BUILD conditions are summarized in below. All intersections within the study area are performing at a level of service (LOS) E or above, although some intersection turning movements are performing at a LOS F.

Table 17: Intersection LOS Analysis Summary Table

Intersction LOS Analysis Summary Table

Coyote Gravel Inc. Secondary Site

(Albuquerque, NM)

	Intersection Description	Intersection Operation	Case Evaluation	Implementation Year (2025) Conditions		Horizon Year (2035) Conditions	
				AM Peak LOS Delays (s)	PM Peak LOS Delays (s)	AM Peak LOS Delays (s)	PM Peak LOS Delays (s)
1	Woodward Rd. / SR 303-2nd St.	Signalized	No Build	C (32.7)	B (16.0)	D (39.2)	B (16.8)
			Build	C (23.1)	B (16.8)	D (41.2)	B (17.1)
2	Hill St-Driveway "B" / SR 303-2nd St.	Unsignalized	No Build	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			Build	A (0.4)	A (0.8)	A (0.4)	A (0.8)
3	SR 500-Rio Bravo Blvd. / SR 303-2nd St.	Signalized	No Build	C (30.9)	D (35.4)	D (38.5)	E (59.6)
			Build	C (30.9)	D (42.2)	D (38.7)	E (59.4)
4	Driveway "A" / SR 303-2nd St.	Unsignalized	No Build	-	-	-	-
			Build	A (0.4)	A (1.3)	A (0.4)	A (1.3)

Deceleration Lane Warrant Analysis

A deceleration lane warrant analysis was conducted for both proposed driveways along SR 303/2nd St. SW. See Table 18: Turn Lane Warrant Summary below:

Table 18: Turn Lane Warrant Summary

City of Albuquerque Turn Lane Warrants for Driveway "A" & Driveway "B"					
Design Process Manual Table 7.4.67					
(2nd St. Speed Limit ia 35 MPH north of Hill St. SW and 45 mph south of Hill St. SW)					
Left Turn			**Right Turn**		
Design Speed (MPH)	**Required Turning Volume per Hour for Decel Lane**	**Projected Left Turn**	**Design Speed (MPH)**	**Required Turning Volume per Hour for Decel Lane**	**Projected Right Turn**
Driveway "A" & 2nd St. - 35 MPH					
30-40	40	**4**	30-40	50	**62**
		Not Warranted			**Warranted**
Driveway "B" & 2nd St. - 45 MPH					
45	30	**27**	30-40	45	**11**
		Not Warranted			**Not Warranted**

Based on the results above, Driveway “A” warranted a southbound right deceleration lane with a minimum storage length of 240 ft with a 150 ft – 150 ft reverse curve transition length.

Mitigation Analysis

This mitigation analysis builds upon the findings of the Traffic Impact Study to evaluate potential impacts on adjacent roadways. The proposed secondary site is not expected to generate additional strain on traffic flow, density, or delays. The site is anticipated to have minimal impact on surrounding facilities and does not present any safety concerns related to SSD or ESD.

However, a northbound right-turn deceleration lane is warranted at Driveway “A” along SR 303/2nd St. See the figure below for reference.

Figure 21: Driveway “A” at SR 303/2nd St Mitigation Exhibit

Supplemental information regarding the intersection of Hill St./Driveway “B” at SSR 303/2nd St. is included in the Appendix. This information includes a deceleration lane analysis.

Recommendations

Based on the analysis provided in this analysis, the following are the recommendations for improvements to the adjacent transportation system in the study area:

- Construct a new southbound right turn deceleration lane for Driveway “A” at SR 303/2nd St (240 ft of storage with 300/150 transition)
- Add “Trucks Entering Highway” signage located northbound and southbound SSR 303/2nd St.
- All construction on this project shall maintain adequate sight distances at the proposed driveways and existing intersections.

Bibliography

DEVELOPMENT PROCESS MANUAL DEVELOPMENT PROCESS MANUAL. (2020, June 08). Albuquerque, New Mexico, USA. Retrieved 2024

Institute of Traffic Engineer's. (n.d.). *Trip Generation Rates* (11th ed.). USA. Retrieved November 27, 2024, from https://www.itetripgen.org/

MRMPO Long Range Roadway System (LRRS). (2024, 10 31). Retrieved from Mid-Region Council og Governments: https://mrmpo.maps.arcgis.com/apps/webappviewer/index.html?id=9d3876c8b09f4e22aacd3e900892c381

Appendices

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Ronald R. Bohannan, P.E.
Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87108

MEETING DATE: Monday March 18, 2024 at 3:30 pm.

ATTENDEES: Matthew Grush, P.E. and Curtis Cherne, P.E. (City of Albuquerque), Julie Luna (Bernalillo County), Ronald R. Bohannan, P.E., Jimeia Roberts, and Terry Brown (Tierra West, LLC)

PROJECT: Coyote Gravel, Inc. Secondary Site (2nd St. South of Woodward Rd.)

REQUESTED CITY ACTION: ___ Zone Change __X__ Site Development Plan

___ Subdivision ___ Building Permit ___ Sector Plan ___ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION: Gravel Contractor Yard and Warehousing

SCOPE OF REPORT:
The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 11th Edition.
   Local data may be used for certain land use types as determined by staff.
   Consultant to provide.

2. Appropriate study area:
   Signalized Intersections;
   a. Woodward Rd. / 2nd St.
   b. Rio Bravo Blvd. / 2nd St.

   Unsignalized Intersections;
   a. Hill St. / 2nd St.

   Driveway Intersections: Driveway(s) on 2nd St.

3. Intersection turning movement counts
   Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
   Consultant to provide for all intersections listed above.

4. Type of intersection progression and factors to be used.
Type III arrival type (see “Highway Capacity Manual, current edition” or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

A-1

5. Boundaries of area to be used for trip distribution.
   City Wide - residential, office or industrial;
   x mile radius – commercial;
   Interstate or to be determined by consultant - motel/hotel
   APS district boundary mapping for each school and bus routes

6. Basis for trip distribution.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Residential - $Ts = (Tt) (Se / D) / (Se / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Se = Subarea Employment
D = Distance from Development to Subarea

Office/Industrial - $Ts = (Tt) (Sp / D) / (Sp / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population
D = Distance from Development to Subarea

Commercial -
$Ts = (Tt) (Sp) / (Sp)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population

7. Traffic Assignment. Logical routing on the major street system.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
   a. N/A

9. Method of intersection capacity analysis - planning or operational (see "2016 Highway Capacity Manual" or equivalent [i.e. HCS, Synchro, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   Implementation Year: 2026
   Horizon Year: 2036

10. Traffic conditions for analysis:
    a. Existing analysis __ yes _X_ no - year (N/A);

b. Phase implementation year(s) without proposed development – 2026
c. Phase implementation year(s) with proposed development – 2026
d. Project completion year without proposed development – 2036
e. Project completion year with proposed development – 2036
f. Other –

11. Background traffic growth.
Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

12. Planned (programmed) traffic improvements.
List planned CIP improvements in study area and projected project implementation year:
a. Project – Location (Implementation Year) – N/A

13. Items to be included in the study:
a. Intersection analysis. Yes
b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method: N/A
c. Arterial LOS analysis; No
d. Recommended street, intersection and signal improvements. Yes
e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility. Yes
f. Transportation system impacts. Yes
g. Other mitigating measures.
h. Accident analyses _X_ yes __ no; Location(s): Hill St. / 2nd St. (Julie Luna to provide crash data)
i. Weaving analyses __ yes _X_ no; Location(s):

14. Other: Consultant to collect local trip generation data from similar site.

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
a. No paper copies
b. 1 digital copy
2. Submittal Fee – $1300 for up to 3 reviews (plus technology fee)

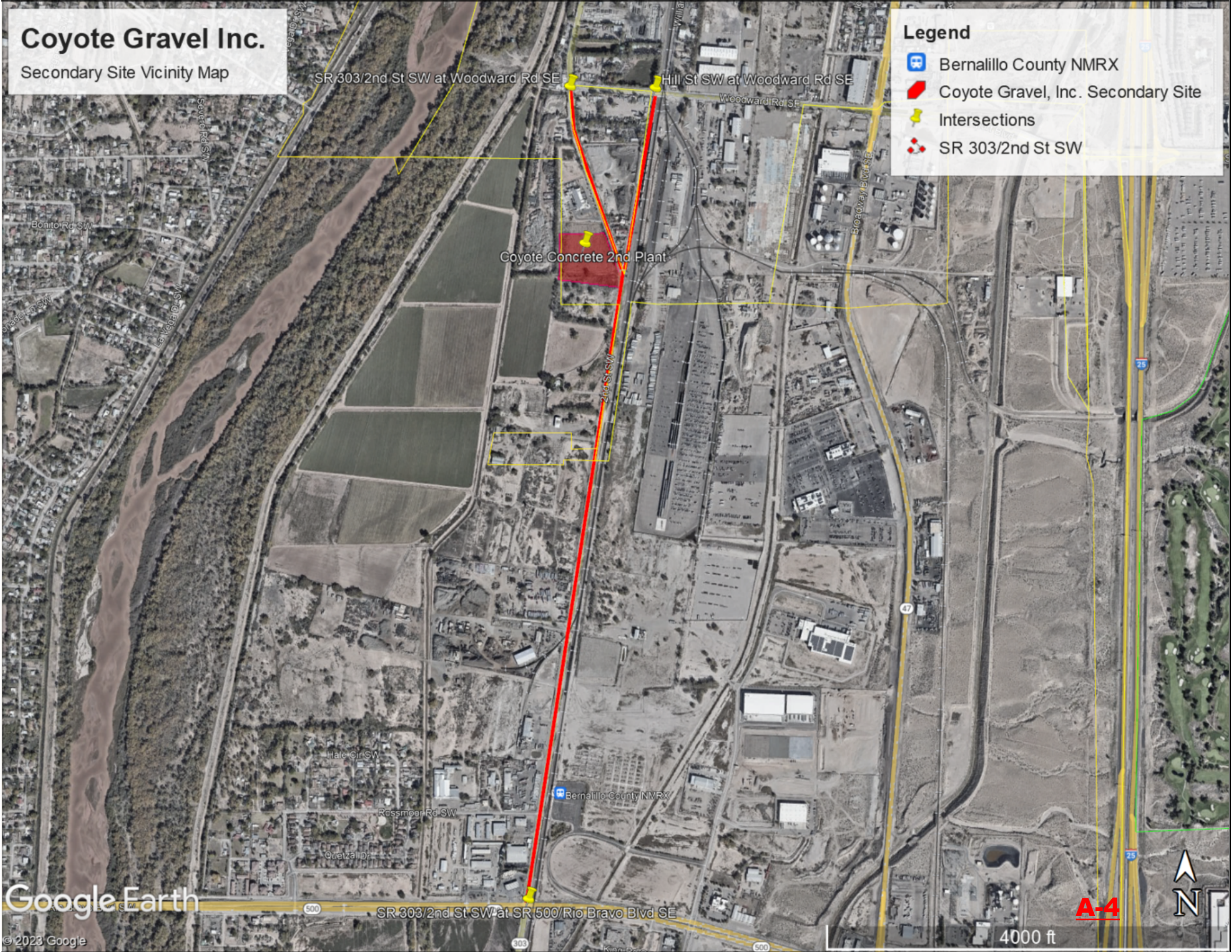
The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3362.

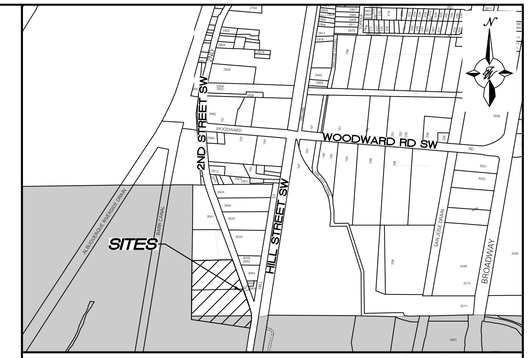
MP P.E. 4/2/2024

Matt Grush, P.E. Date
Senior Engineer
City of Albuquerque, Planning
Transportation Development Section

via: email
C: TIS Task Force Attendees, file

A-3


Coyote Gravel Inc.
Secondary Site Vicinity Map
Legend
Bernalillo County NMRX
Coyote Gravel, Inc. Secondary Site
Intersections
SR 303/2nd St SW
SR 303/2nd St SW at Woodward Rd SE
Hill St SW at Woodward Rd SE
Woodward Rd SE
Coyote Concrete 2nd Plant
2nd St SW
Bernalillo County NMRX
SR 303/2nd St SW at SR 500/Rio Bravo Blvd SE
Google Earth
© 2023 Google
4000 ft
N
A-4



VICINITY MAP: M-13-Z AND M-14-Z

LEGAL DESCRIPTION:

TRACT MRGCD MAP #44 TR 100-C AND 100-D
TR 2 PLAT OF TRACT LANDS OF GOOD CENTS INC

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING HYDRANT
- PROPOSED HYDRANT
- EXISTING FENCE
- EASEMENT
- SIDEWALK
- SITE LIGHTS
- EXISTING SIDEWALK

NORTH SITE DATA

PROPOSED USAGE:	WAREHOUSING
LOT AREA:	180,326 SF (4.14 ACRES)
ZONING:	NR-GM
BUILDING AREA:	74,415 SF
PARKING REQUIRED:	NO REQUIREMENT:
PARKING PROVIDED:	48 SPACES
HC PARKING REQUIRED:	2 SPACES
HC PARKING PROVIDED:	2 SPACES
MOTORCYCLE PARKING REQUIRED:	NO REQUIREMENT
MOTORCYCLE PARKING PROVIDED:	2 SPACES
BICYCLE PARKING REQUIRED:	NO REQUIREMENT
BICYCLE PARKING PROVIDED:	10 SPACES
LANDSCAPE AREA REQUIRED:	27,049 SF
LANDSCAPE AREA PROVIDED:	XX,XXX SF

SOUTH SITE DATA

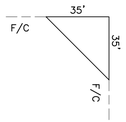
PROPOSED USAGE:	OFFICE, SHOP, & STORAGE
LOT AREA:	140,255 SF (3.22 ACRES)
ZONING:	NR-GM
BUILDING AREA:	74,415 SF
STORAGE	3,000 SF
OFFICE	4,000 SF
SHOP	3,000 SF
PARKING REQUIRED:	
STORAGE	NO REQUIREMENT
OFFICE	14 SPACES
SHOP	6 SPACES
PARKING PROVIDED:	25 SPACES
HC PARKING REQUIRED:	2 SPACES
HC PARKING PROVIDED:	2 SPACES
MOTORCYCLE PARKING REQUIRED:	1 SPACE
MOTORCYCLE PARKING PROVIDED:	2 SPACES
BICYCLE PARKING REQUIRED:	2 SPACES
BICYCLE PARKING PROVIDED:	6 SPACES
LANDSCAPE AREA REQUIRED:	21,038 SF
LANDSCAPE AREA PROVIDED:	XX,XXX SF

SETBACKS:

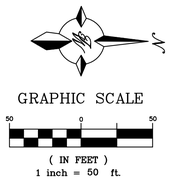
FRONT 20' MINIMUM
SIDE 10' MINIMUM
BACK 10' MINIMUM

KEYED NOTES

1. ACCESSIBLE PARKING PER ADA STANDARDS WITH SIGN (SEE DETAIL SHT. DET-1
2. CONCRETE SIDEWALK AT BUILDING (SEE DETAIL SHT. DET-1)
3. MONUMENT SIGN
4. DUMPSTER
5. RELOCATED SITE LIGHT
6. RELOCATED GAS METER
7. RELOCATED ELECTRICAL TRANSFORMER



LANDSCAPING AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. THEREFORE, SIGNS, WALLS, TREES AND SHRUBBERY BETWEEN 3' AND 8' TALL(AS MEASURED FROM GUTTER PAN) WILL NOT BE ACCEPTABLE IN THE CLEAR SIGHT TRIANGLE



ENGINEER'S SEAL

RONALD R. BOHANNAN
P.E. #7868

COYOTE CONCRETE ALBUQUERQUE

CONCEPTUAL SITE PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NM 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: RMG
DATE: 08/22/2024
SHEET #: SP
JOB #: 2024017

City of Albuquerque

Legend

(APO) - Airport Protection Ove
- Sunport Air Space Protection Sub-a
- Double Eagle II Air Space Protectio
- Runway Protection Sub-area
- Noise Contour Sub-area 75 LdN
- Noise Contour Sub-area 65 LdN

(CPO) - Character Protection C
- Barelas – CPO-1
- Coors Boulevard – CPO-2
- Downtown Neighborhood Area – Cl
- East Downtown – CPO-4
- High Desert – CPO-5
- High Desert – CPO-5, Highlands Su
- High Desert – CPO-5, Panhandle S
- Los Duranes – CPO-6
- Martineztown/Santa Barbara – CPC
- Nob Hill/Highland – CPO-8
- Nob Hill/Highland – CPO-8, Buildin
- Nob Hill/Highland – CPO-8, Buildin Buildings
- Nob Hill/Highland – CPO-8, Buildin
- Nob Hill/Highland – CPO-8, Buildin
- Nob Hill/Highland – CPO-8, Buildin
- Nob Hill/Highland – CPO-8, Buildin
- North 4th Corridor – CPO-9
- North I-25 Area – CPO-10
- North I-25 Area – CPO-10, Building
- North I-25 Area – CPO-10, Building
- North I-25 Area – CPO-10, Building
- North I-25 Area – CPO-10, Building
- North I-25 Area – CPO-10, Alamed
- Rio Grande Boulevard – CPO-11

Notes

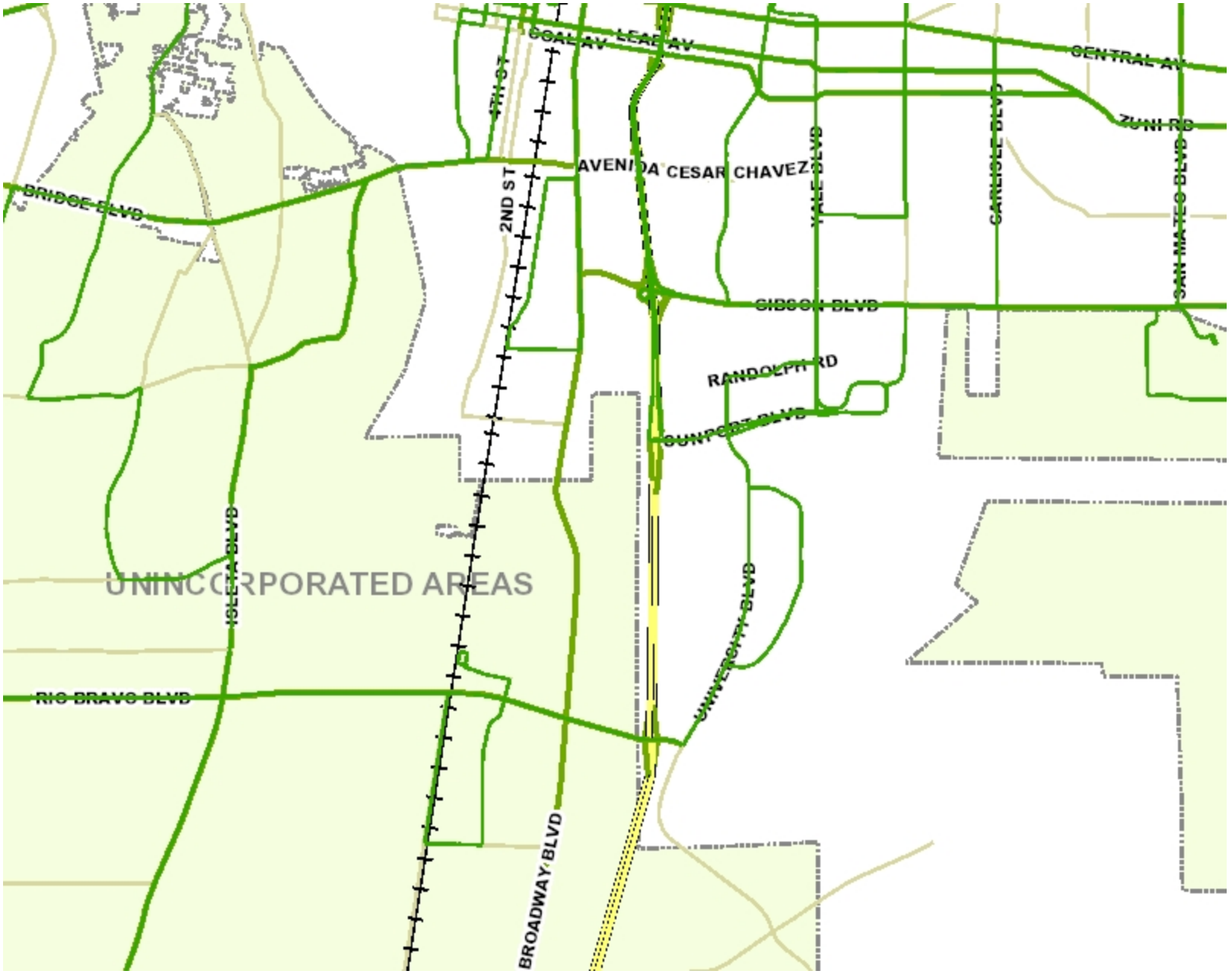
17,157 0 8,579 17,157 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

9/10/2024

1: 102,943

City of Albuquerque



Legend

- Bus Routes
- Arterial Streets
  - Freeway
  - Principal Arterial
  - Minor Arterial
- BN and SF Railroad
- Municipal Limits
  - Corrales
  - Edgewood
  - Los Ranchos
  - Rio Rancho
  - Tijeras
  - UNINCORPORATED

Notes

8,579 0 4,289 8,579 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

9/10/2024

1: 51,471

Traffic Count Data Sheet

Year Counts Taken: **2024**

E-W Street **Woodward Rd.**
N-S Street: **SR 303/2nd St**
Signalized

Speed Limit (Woodward Rd.)= **30**
Speed Limit (SR 303/2nd St)= **35**
4/14/24

Begin Time	End Time	Eastbound (Woodward Rd.)			Westbound (Woodward Rd.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	0	0	0	22	0	13	0	71	28	4	19	0
7:15 AM	7:30 AM	0	0	0	21	0	9	0	72	48	9	19	0
7:30 AM	7:45 AM	**0**	**0**	**0**	**34**	**0**	**18**	**0**	**92**	**80**	**10**	**25**	**0**
7:45 AM	8:00 AM	**0**	**0**	**0**	**29**	**0**	**15**	**0**	**134**	**84**	**13**	**29**	**0**
8:00 AM	8:15 AM	**0**	**0**	**0**	**29**	**0**	**19**	**0**	**100**	**68**	**7**	**25**	**0**
8:15 AM	8:30 AM	**0**	**0**	**0**	**30**	**0**	**8**	**0**	**96**	**43**	**13**	**30**	**0**
8:30 AM	8:45 AM	0	0	0	29	0	20	0	58	28	9	35	0
8:45 AM	9:00 AM	0	0	0	24	0	13	0	40	24	4	23	0
Peak Hour Vol. (AM)		**0**	**0**	**0**	**122**	**0**	**60**	**0**	**422**	**275**	**43**	**109**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	11.8%	0.0%	5.8%	0.0%	40.9%	26.7%	4.2%	10.6%	0.0%
% Directional			0.0%			17.7%	**PHF =**	**0.85**	67.6%			14.7%	

Begin Time	End Time	Eastbound (Woodward Rd.)			Westbound (Woodward Rd.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
11:00 AM	11:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:15 AM	11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:30 AM	11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:45 AM	12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 PM	12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:15 PM	12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:30 PM	12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:45 PM	1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour Vol. (Midday)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Directional			0.0%			0.0%	**PHF =**	**#DIV/0!**	0.0%			0.0%	

Begin Time	End Time	Eastbound (Woodward Rd.)			Westbound (Woodward Rd.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4:15 PM	0	0	0	80	0	43	0	47	20	9	73	0
4:15 PM	4:30 PM	**0**	**0**	**0**	**78**	**0**	**32**	**0**	**38**	**22**	**17**	**74**	**0**
4:30 PM	4:45 PM	**0**	**0**	**0**	**82**	**0**	**30**	**0**	**32**	**16**	**31**	**70**	**0**
4:45 PM	5:00 PM	**0**	**0**	**0**	**101**	**0**	**29**	**0**	**40**	**23**	**12**	**74**	**0**
5:00 PM	5:15 PM	**0**	**0**	**0**	**91**	**0**	**41**	**0**	**33**	**23**	**33**	**71**	**0**
5:15 PM	5:30 PM	0	0	0	60	0	27	0	40	26	12	56	0
5:30 PM	5:45 PM	0	0	0	62	0	36	0	28	17	6	51	0
5:45 PM	6:00 PM	0	0	0	68	0	16	0	27	18	7	49	0
Peak Hour Vol. (PM)		**0**	**0**	**0**	**352**	**0**	**132**	**0**	**143**	**84**	**93**	**289**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	34.1%	0.0%	12.8%	0.0%	13.9%	8.1%	9.0%	28.0%	0.0%
% Directional			0.0%			46.9%	**PHF =**	**0.94**	22.0%			37.1%	

Traffic Count Data Sheet

Year Counts Taken: **2024**

E-W Street **Woodward Rd.**

N-S Street: **SR 303/2nd St**

Signalized

Speed Limit (Woodward Rd.)= **30**

Speed Limit (SR 303/2nd St)= **35**

4/14/24

Begin Time	End Time	Eastbound (Woodward Rd.)			Westbound (Woodward Rd.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	0	22	0	13	0	71	28	4	19	0
7:15 AM	7:30 AM	0	0	0	21	0	9	0	72	48	9	19	0
7:30 AM	7:45 AM	0	0	0	34	0	18	0	92	80	10	25	0
7:45 AM	8:00 AM	**0**	**0**	**0**	**29**	**0**	**15**	**0**	**134**	**84**	**13**	**29**	**0**
8:00 AM	8:15 AM	0	0	0	29	0	19	0	100	68	7	25	0
8:15 AM	8:30 AM	0	0	0	30	0	8	0	96	43	13	30	0
8:30 AM	8:45 AM	0	0	0	29	0	20	0	58	28	9	35	0
8:45 AM	9:00 AM	0	0	0	24	0	13	0	40	24	4	23	0
4X Peak 15-Min. Vol. (AM)		**0**	**0**	**0**	**116**	**0**	**60**	**0**	**536**	**336**	**52**	**116**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	9.5%	0.0%	4.9%	0.0%	44.1%	27.6%	4.3%	9.5%	0.0%
% Directional			0.0%			14.5%	**Intersection**		71.7%			13.8%	

Begin Time	End Time	Eastbound (Woodward Rd.)			Westbound (Woodward Rd.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	0	80	0	43	0	47	20	9	73	0
4:15 PM	4:30 PM	0	0	0	78	0	32	0	38	22	17	74	0
4:30 PM	4:45 PM	0	0	0	82	0	30	0	32	16	31	70	0
4:45 PM	5:00 PM	0	0	0	101	0	29	0	40	23	12	74	0
5:00 PM	5:15 PM	**0**	**0**	**0**	**91**	**0**	**41**	**0**	**33**	**23**	**33**	**71**	**0**
5:15 PM	5:30 PM	0	0	0	60	0	27	0	40	26	12	56	0
5:30 PM	5:45 PM	0	0	0	62	0	36	0	28	17	6	51	0
5:45 PM	6:00 PM	0	0	0	68	0	16	0	27	18	7	49	0
4X Peak 15-Min. Vol. (PM)		**0**	**0**	**0**	**364**	**0**	**164**	**0**	**132**	**92**	**132**	**284**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	31.2%	0.0%	14.0%	0.0%	11.3%	7.9%	11.3%	24.3%	0.0%
% Directional			0.0%			45.2%	**Intersection**		19.2%			35.6%	

Traffic Count Data Sheet (Bicyles / Pedestrians)

Year Counts Taken: **2024** E-W Street: **Woodward Rd.** Speed Limit (Woodward Rd.)= **30** MPH

N-S Street: **SR 303/2nd St** Speed Limit (SR 303/2nd St)= **35** MPH

Signalized **4/14/24**

Begin	End	Eastbound (Woodward Rd.)				Westbound (Woodward Rd.)				Northbound (SR 303/2nd St)				Southbound (SR 303/2nd St)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	s	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour Volumes		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Begin	End	Eastbound (Woodward Rd.)				Westbound (Woodward Rd.)				Northbound (SR 303/2nd St)				Southbound (SR 303/2nd St)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Peak Hour Volume		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Begin	End	Eastbound (Woodward Rd.)				Westbound (Woodward Rd.)				Northbound (SR 303/2nd St)				Southbound (SR 303/2nd St)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	1	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Hour Volumes		1	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0

Traffic Count Data Sheet

Year Counts Taken: **2024**

E-W Street **Hill St.**

N-S Street: **SR 303/2nd St**

Signalized

Speed Limit (Hill St.)= **30**

Speed Limit (SR 303/2nd St)= **35**

4/14/24

Begin Time	End Time	Eastbound (Hill St.)			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	0	0	0	0	0	0	0	100	1	0	41	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	131	0	0	29	0
7:30 AM	7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**168**	**0**	**0**	**58**	**0**
7:45 AM	8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**213**	**0**	**0**	**57**	**0**
8:00 AM	8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**161**	**0**	**0**	**44**	**0**
8:15 AM	8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**144**	**0**	**0**	**59**	**0**
8:30 AM	8:45 AM	0	0	0	0	0	0	0	84	1	0	67	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	61	0	1	42	0
Peak Hour Vol. (AM)		**0**	**0**	**0**	**1**	**0**	**0**	**0**	**686**	**0**	**0**	**218**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	75.8%	0.0%	0.0%	24.1%	0.0%
% Directional			0.0%			0.1%	**PHF =**	**0.84**	75.8%			24.1%	

Begin Time	End Time	Eastbound (Hill St.)			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
11:00 AM	11:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:15 AM	11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:30 AM	11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:45 AM	12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 PM	12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:15 PM	12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:30 PM	12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:45 PM	1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour Vol. (Midday)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Directional			0.0%			0.0%	**PHF =**	**#DIV/0!**	0.0%			0.0%	

Begin Time	End Time	Eastbound (Hill St.)			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4:15 PM	0	0	0	0	0	0	0	59	0	0	158	0
4:15 PM	4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**60**	**0**	**0**	**153**	**0**
4:30 PM	4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**148**	**0**
4:45 PM	5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**58**	**1**	**0**	**170**	**0**
5:00 PM	5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**0**	**0**	**163**	**0**
5:15 PM	5:30 PM	0	0	0	0	0	0	0	61	0	0	123	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	42	0	0	117	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	44	0	0	121	0
Peak Hour Vol. (PM)		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**218**	**1**	**0**	**634**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	24.1%	0.1%	0.0%	70.1%	0.0%
% Directional			0.0%			0.2%	**PHF =**	**0.93**	24.2%			70.1%	

Traffic Count Data Sheet

Year Counts Taken: **2024**

E-W Street **Hill St.**

N-S Street: **SR 303/2nd St**

Signalized

Speed Limit (Hill St.)= **30**

Speed Limit (SR 303/2nd St)= **35**

4/14/24

Begin Time	End Time	Eastbound (Hill St.)			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	0	0	0	0	0	100	1	0	41	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	131	0	0	29	0
7:30 AM	7:45 AM	0	0	0	1	0	0	0	168	0	0	58	0
7:45 AM	8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**213**	**0**	**0**	**57**	**0**
8:00 AM	8:15 AM	0	0	0	0	0	0	0	161	0	0	44	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	144	0	0	59	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	84	1	0	67	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	61	0	1	42	0
4X Peak 15-Min. Vol. (AM)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**852**	**0**	**0**	**228**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	78.9%	0.0%	0.0%	21.1%	0.0%
% Directional			0.0%			0.0%	**Intersection**		78.9%			21.1%	

Begin Time	End Time	Eastbound (Hill St.)			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	0	0	0	0	0	59	0	0	158	0
4:15 PM	4:30 PM	0	0	0	0	0	1	0	60	0	0	153	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	43	0	0	148	0
4:45 PM	5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**58**	**1**	**0**	**170**	**0**
5:00 PM	5:15 PM	0	0	0	0	0	0	0	57	0	0	163	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	61	0	0	123	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	42	0	0	117	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	44	0	0	121	0
4X Peak 15-Min. Vol. (PM)		**0**	**0**	**0**	**0**	**0**	**4**	**0**	**232**	**4**	**0**	**680**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	25.2%	0.4%	0.0%	73.9%	0.0%
% Directional			0.0%			0.4%	**Intersection**		25.7%			73.9%	

Traffic Count Data Sheet (Bicyles / Pedestrians)

Year Counts Taken: **2024**
E-W Street: **Hill St.**
N-S Street: **SR 303/2nd St**
Signalized
Speed Limit (Hill St.)= **30** MPH
Speed Limit (SR 303/2nd St)= **35** MPH
4/14/24

Begin	End	Eastbound (Hill St.)				Westbound (Hill St.)				Northbound (SR 303/2nd St)				Southbound (SR 303/2nd St)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour Volumes		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Begin	End	Eastbound (Hill St.)				Westbound (Hill St.)				Northbound (SR 303/2nd St)				Southbound (SR 303/2nd St)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Peak Hour Volume		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Begin	End	Eastbound (Hill St.)				Westbound (Hill St.)				Northbound (SR 303/2nd St)				Southbound (SR 303/2nd St)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Hour Volumes		1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Traffic Count Data Sheet

Year Counts Taken: **2024**

E-W Street **SR 500/Rio Bravo**
N-S Street: **SR 303/2nd St**
Signalized

Speed Limit (SR 500/Rio Bravo)= **45**
Speed Limit (SR 303/2nd St)= **45**
4/14/24

Begin Time	End Time	Eastbound (SR 500/Rio Bravo)			Westbound (SR 500/Rio Bravo)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	52	379	43	13	120	16	40	19	8	13	10	21
7:15 AM	7:30 AM	57	355	36	8	115	11	43	24	14	12	15	16
7:30 AM	7:45 AM	**71**	**378**	**53**	**9**	**195**	**13**	**31**	**13**	**15**	**14**	**23**	**29**
7:45 AM	8:00 AM	**97**	**364**	**65**	**10**	**174**	**18**	**56**	**31**	**14**	**15**	**19**	**31**
8:00 AM	8:15 AM	**64**	**401**	**52**	**12**	**155**	**11**	**57**	**24**	**11**	**15**	**14**	**30**
8:15 AM	8:30 AM	**72**	**381**	**54**	**17**	**177**	**5**	**51**	**10**	**10**	**13**	**7**	**37**
8:30 AM	8:45 AM	50	359	46	6	148	16	48	14	16	13	10	41
8:45 AM	9:00 AM	42	305	38	20	192	11	45	7	8	11	12	26
Peak Hour Vol. (AM)		**304**	**1524**	**224**	**48**	**701**	**47**	**195**	**78**	**50**	**57**	**63**	**127**
% of Total Traffic		8.9%	44.6%	6.6%	1.4%	20.5%	1.4%	5.7%	2.3%	1.5%	1.7%	1.8%	3.7%
% Directional			60.0%			23.3%	**PHF =**	**0.96**	9.4%			7.2%	

Begin Time	End Time	Eastbound (SR 500/Rio Bravo)			Westbound (SR 500/Rio Bravo)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
11:00 AM	11:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:15 AM	11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:30 AM	11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:45 AM	12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 PM	12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:15 PM	12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:30 PM	12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:45 PM	1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour Vol. (Midday)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Directional			0.0%			0.0%	**PHF =**	**#DIV/0!**	0.0%			0.0%	

Begin Time	End Time	Eastbound (SR 500/Rio Bravo)			Westbound (SR 500/Rio Bravo)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4:15 PM	**35**	**189**	**38**	**6**	**369**	**5**	**78**	**20**	**20**	**15**	**16**	**111**
4:15 PM	4:30 PM	**28**	**203**	**54**	**7**	**464**	**7**	**45**	**11**	**14**	**13**	**26**	**87**
4:30 PM	4:45 PM	**29**	**198**	**36**	**3**	**408**	**12**	**48**	**10**	**15**	**20**	**15**	**116**
4:45 PM	5:00 PM	**31**	**176**	**40**	**1**	**376**	**5**	**61**	**23**	**6**	**14**	**15**	**113**
5:00 PM	5:15 PM	26	169	35	5	441	4	55	11	9	16	10	70
5:15 PM	5:30 PM	26	177	39	3	422	9	53	11	7	7	9	85
5:30 PM	5:45 PM	31	160	31	2	382	4	60	5	5	12	7	105
5:45 PM	6:00 PM	33	191	33	3	388	3	53	10	5	12	11	92
Peak Hour Vol. (PM)		**123**	**766**	**168**	**17**	**1617**	**29**	**232**	**64**	**55**	**62**	**72**	**427**
% of Total Traffic		3.6%	22.4%	4.9%	0.5%	47.3%	0.8%	6.8%	1.9%	1.6%	1.8%	2.1%	12.5%
% Directional			30.9%			48.7%	**PHF =**	**0.95**	10.3%			16.4%	

Traffic Count Data Sheet

Year Counts Taken: **2024**

E-W Street **SR 500/Rio Bravo**

N-S Street: **SR 303/2nd St**

Signalized

Speed Limit (SR 500/Rio Bravo)= **45**

Speed Limit (SR 303/2nd St)= **45**

4/14/24

Begin Time	End Time	Eastbound (SR 500/Rio Bravo)			Westbound (SR 500/Rio Bravo)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	52	379	43	13	120	16	40	19	8	13	10	21
7:15 AM	7:30 AM	57	355	36	8	115	11	43	24	14	12	15	16
7:30 AM	7:45 AM	71	378	53	9	195	13	31	13	15	14	23	29
7:45 AM	8:00 AM	**97**	**364**	**65**	**10**	**174**	**18**	**56**	**31**	**14**	**15**	**19**	**31**
8:00 AM	8:15 AM	64	401	52	12	155	11	57	24	11	15	14	30
8:15 AM	8:30 AM	72	381	54	17	177	5	51	10	10	13	7	37
8:30 AM	8:45 AM	50	359	46	6	148	16	48	14	16	13	10	41
8:45 AM	9:00 AM	42	305	38	20	192	11	45	7	8	11	12	26
4X Peak 15-Min. Vol. (AM)		**388**	**1456**	**260**	**40**	**696**	**72**	**224**	**124**	**56**	**60**	**76**	**124**
% of Total Traffic		10.9%	40.7%	7.3%	1.1%	19.5%	2.0%	6.3%	3.5%	1.6%	1.7%	2.1%	3.5%
% Directional			58.8%			22.6%	**Intersection**		11.3%			7.3%	

Begin Time	End Time	Eastbound (SR 500/Rio Bravo)			Westbound (SR 500/Rio Bravo)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	35	189	38	6	369	5	78	20	20	15	16	111
4:15 PM	4:30 PM	**28**	**203**	**54**	**7**	**464**	**7**	**45**	**11**	**14**	**13**	**26**	**87**
4:30 PM	4:45 PM	29	198	36	3	408	12	48	10	15	20	15	116
4:45 PM	5:00 PM	31	176	40	1	376	5	61	23	6	14	15	113
5:00 PM	5:15 PM	26	169	35	5	441	4	55	11	9	16	10	70
5:15 PM	5:30 PM	26	177	39	3	422	9	53	11	7	7	9	85
5:30 PM	5:45 PM	31	160	31	2	382	4	60	5	5	12	7	105
5:45 PM	6:00 PM	33	191	33	3	388	3	53	10	5	12	11	92
4X Peak 15-Min. Vol. (PM)		**112**	**812**	**216**	**28**	**1856**	**28**	**180**	**44**	**56**	**52**	**104**	**348**
% of Total Traffic		2.9%	21.2%	5.6%	0.7%	48.4%	0.7%	4.7%	1.1%	1.5%	1.4%	2.7%	9.1%
% Directional			29.7%			49.8%	**Intersection**		7.3%			13.1%	

Traffic Count Data Sheet (Bicyles / Pedestrians)

Year Counts Taken: **2024**
E-W Street: **SR 500/Rio Bravo**
N-S Street: **SR 303/2nd St**
Signalized
Speed Limit (SR 500/Rio Bravo)= **45** MPH
Speed Limit (SR 303/2nd St)= **45** MPH
4/14/24

Begin	End	Eastbound (SR 500/Rio Bravo)				Westbound (SR 500/Rio Bravo)				Northbound (SR 303/2nd St)				Southbound (SR 303/2nd St)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour Volumes		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Begin	End	Eastbound (SR 500/Rio Bravo)				Westbound (SR 500/Rio Bravo)				Northbound (SR 303/2nd St)				Southbound (SR 303/2nd St)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Peak Hour Volume		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Begin	End	Eastbound (SR 500/Rio Bravo)				Westbound (SR 500/Rio Bravo)				Northbound (SR 303/2nd St)				Southbound (SR 303/2nd St)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Hour Volumes		0	0	0	2	0	0	0	1	1	0	0	2	0	0	0	0

Coyote Gravel Inc. (SR 303/2nd St., NM)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2025) - 100% Development

INTERSECTION: **Summary**

Woodward Rd. SW / SR 303/2nd St

(1)	0.85			0.85			0.85			0.85			PHF
	Eastbound (Woodward Rd. SW)			Westbound (Woodward Rd. SW)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
3% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	116	0	60	0	536	336	52	116	0	
2025 (NO BUILD - A.M.)	*0*	*0*	*0*	*117*	*0*	*60*	*0*	*539*	*338*	*52*	*117*	*0*	
2025 (BUILD - A.M.)	***0***	***0***	***0***	***185***	***0***	***60***	***0***	***541***	***362***	***52***	***123***	***0***	

	0.94			0.94			0.94			0.94			PHF
	Eastbound (Woodward Rd. SW)			Westbound (Woodward Rd. SW)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	364	0	164	0	132	92	132	284	0	
2025 (NO BUILD - P.M.)	*0*	*0*	*0*	*366*	*0*	*165*	*0*	*133*	*93*	*133*	*286*	*0*	
2025 (BUILD - P.M.)	***0***	***0***	***0***	***400***	***0***	***165***	***0***	***140***	***166***	***133***	***289***	***0***	

Hill St/Driveway "B" / SR 303/2nd St

(2)	0.84			0.84			0.84			0.84			PHF
	Eastbound (Driveway "B")			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
3% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	0	0	852	0	0	228	0	
2025 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*857*	*0*	*0*	*229*	*0*	
2025 (BUILD - A.M.)	***4***	***0***	***7***	***0***	***1***	***1***	***27***	***860***	***0***	***0***	***232***	***11***	

	0.93			0.93			0.93			0.93			PHF
	Eastbound (Driveway "B")			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	4	0	232	4	0	680	0	
2025 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*233*	*4*	*0*	*684*	*0*	
2025 (BUILD - P.M.)	***13***	***1***	***22***	***0***	***0***	***4***	***14***	***235***	***4***	***1***	***694***	***6***	

SR 500/Rio Bravo / SR 303/2nd St

(3)	0.96			0.96			0.96			0.96			PHF
	Eastbound (SR 500/Rio Bravo)			Westbound (SR 500/Rio Bravo)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
3% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	388	1,456	260	40	696	72	224	124	56	60	76	124	
2025 (NO BUILD - A.M.)	*391*	*1,468*	*262*	*40*	*702*	*73*	*226*	*125*	*56*	*60*	*77*	*125*	
2025 (BUILD - A.M.)	***413***	***1,468***	***262***	***40***	***702***	***76***	***226***	***130***	***56***	***61***	***79***	***133***	

	0.95			0.95			0.95			0.95			PHF
	Eastbound (SR 500/Rio Bravo)			Westbound (SR 500/Rio Bravo)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	112	812	216	28	1,856	28	180	44	56	52	104	348	
2025 (NO BUILD - P.M.)	*113*	*818*	*218*	*28*	*1,871*	*28*	*181*	*44*	*56*	*52*	*105*	*351*	
2025 (BUILD - P.M.)	***124***	***818***	***218***	***28***	***1,871***	***30***	***181***	***47***	***56***	***55***	***111***	***375***	

Coyote Gravel Inc. (SR 303/2nd St., NM)

Projected Turning Movements Worksheet

Woodward Rd. SW / SR 303/2nd St

INTERSECTION: E-W Street: **Woodward Rd. SW** (1)
N-S Street: **SR 303/2nd St**

Year of Existing Counts 2024
Horizon Year **2025**
Growth Rates **0.60%** **0.60%** **0.60%** **0.60%**

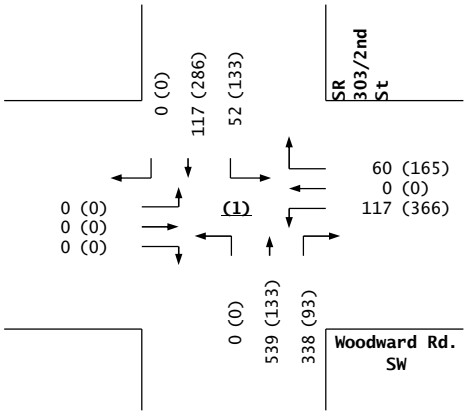
	Eastbound (Woodward Rd. SW)			Westbound (Woodward Rd. SW)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	116	0	60	0	536	336	52	116	0
Background Traffic Growth	0	0	0	1	0	0	0	3	2	0	1	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***117***	***0***	***60***	***0***	***539***	***338***	***52***	***117***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***65.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	***65.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	68	0	0	0	2	24	0	6	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**185**	**0**	**60**	**0**	**541**	**362**	**52**	**123**	**0**

0.60% **0.60%** **0.60%** **0.60%**

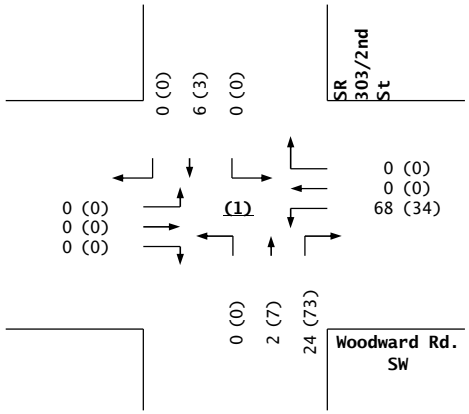
	Eastbound (Woodward Rd. SW)			Westbound (Woodward Rd. SW)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	364	0	164	0	132	92	132	284	0
Background Traffic Growth	0	0	0	2	0	1	0	1	1	1	2	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***366***	***0***	***165***	***0***	***133***	***93***	***133***	***286***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***65.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	***65.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	34	0	0	0	7	73	0	3	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**400**	**0**	**165**	**0**	**140**	**166**	**133**	**289**	**0**

	Entering	Exiting		
Number of Office Trips Generated	**104**	**37**	A.M.	100% Office Development
	52	**112**	P.M.	

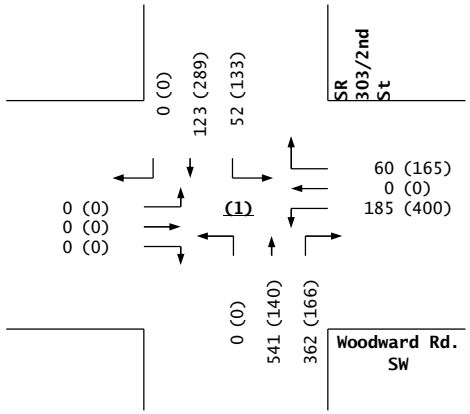
2025
NO BUILD



Trips



2025
BUILD



Woodward Rd. SW / SR 303/2nd St

Coyote Gravel Inc. (SR 303/2nd St., NM)

Projected Turning Movements Worksheet

Hill St/Driveway "B" / SR 303/2nd St

INTERSECTION: E-W Street: **Hill St/Driveway "B"** (2)
N-S Street: **SR 303/2nd St**

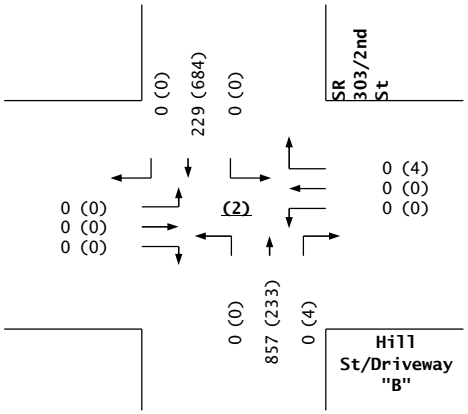
Year of Existing Counts 2024
Horizon Year **2025**

	Growth Rates	0.60%			0.60%			0.60%			0.60%		
		Eastbound (Driveway "B")			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		0	0	0	0	0	0	0	852	0	0	228	0
Background Traffic Growth		0	0	0	0	0	0	0	5	0	0	1	0
Subtotal (NO BUILD - A.M.)		***0***	***0***	***0***	***0***	***0***	***0***	***0***	***857***	***0***	***0***	***229***	***0***
Percent Office Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***	***26.00%***	***3.00%***	*0.00%*	*0.00%*	*0.00%*	***11.00%***
Percent Office Trips Generated(Exiting)		***11.50%***	***0.50%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***9.00%***	*0.00%*
Total Trips Generated		4	0	7	0	1	1	27	3	0	0	3	11
Subtotal AM Pk Hr. BUILD Volumes		**4**	**0**	**7**	**0**	**1**	**1**	**27**	**860**	**0**	**0**	**232**	**11**
Total AM Peak Hour BUILD Volumes		**4**	**0**	**7**	**0**	**1**	**1**	**27**	**860**	**0**	**0**	**232**	**11**

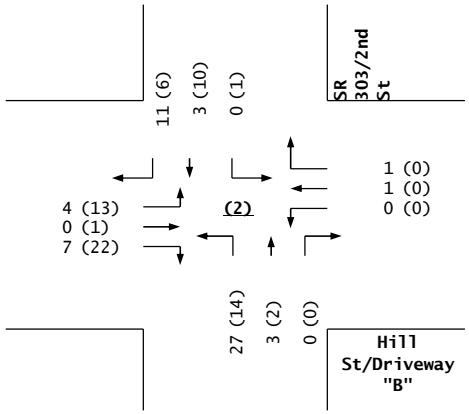
	0.60%			0.60%			0.60%			0.60%		
	Eastbound (Driveway "B")			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	4	0	232	4	0	680	0
Background Traffic Growth	0	0	0	0	0	0	0	1	0	0	4	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***4***	***0***	***233***	***4***	***0***	***684***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***	***26.00%***	***3.00%***	*0.00%*	*0.00%*	*0.00%*	***11.00%***
Percent Office Trips Generated(Exiting)	***11.50%***	***0.50%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***9.00%***	*0.00%*
Total Trips Generated	13	1	22	0	0	0	14	2	0	1	10	6
Subtotal PM Pk Hr. BUILD Volumes	**13**	**1**	**22**	**0**	**0**	**4**	**14**	**235**	**4**	**1**	**694**	**6**
Total PM Peak Hour BUILD Volumes	**13**	**1**	**22**	**0**	**0**	**4**	**14**	**235**	**4**	**1**	**694**	**6**

	Entering	Exiting		
Number of Office Trips Generated	**104**	**37**	A.M.	100% Office Development
	52	**112**	P.M.	

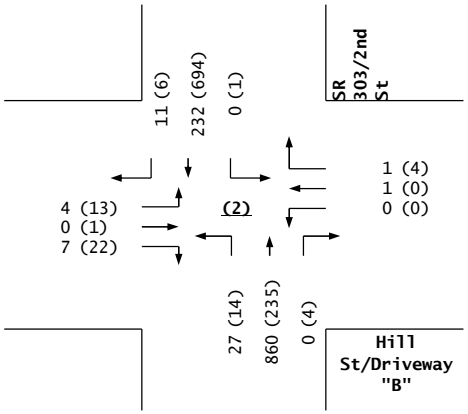
2025
NO BUILD



Trips



2025
BUILD



Hill St/Driveway "B" / SR 303/2nd St

Coyote Gravel Inc. (SR 303/2nd St., NM)

Projected Turning Movements Worksheet

SR 500/Rio Bravo / SR 303/2nd St

INTERSECTION: E-W Street: **SR 500/Rio Bravo** (3)
N-S Street: **SR 303/2nd St**

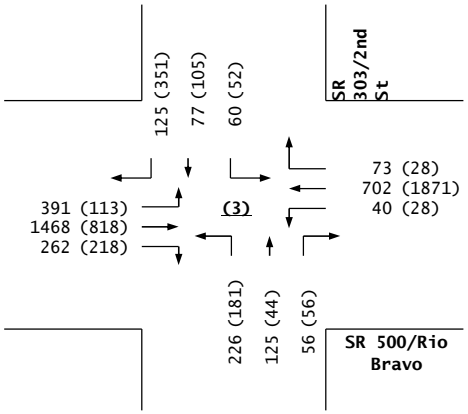
Year of Existing Counts 2024
Horizon Year **2025**

	Growth Rates	0.80%			0.80%			0.80%			0.80%		
		Eastbound (SR 500/Rio Bravo)			**Westbound (SR 500/Rio Bravo)**			**Northbound (SR 303/2nd St)**			**Southbound (SR 303/2nd St)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		388	1,456	260	40	696	72	224	124	56	60	76	124
Background Traffic Growth		3	12	2	0	6	1	2	1	0	0	1	1
Subtotal (NO BUILD - A.M.)		***391***	***1,468***	***262***	***40***	***702***	***73***	***226***	***125***	***56***	***60***	***77***	***125***
Percent Office Trips Generated(Entering)		***21.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***5.00%***	***21.00%***
Total Trips Generated		22	0	0	0	0	3	0	5	0	1	2	8
Total AM Peak Hour BUILD Volumes		**413**	**1,468**	**262**	**40**	**702**	**76**	**226**	**130**	**56**	**61**	**79**	**133**

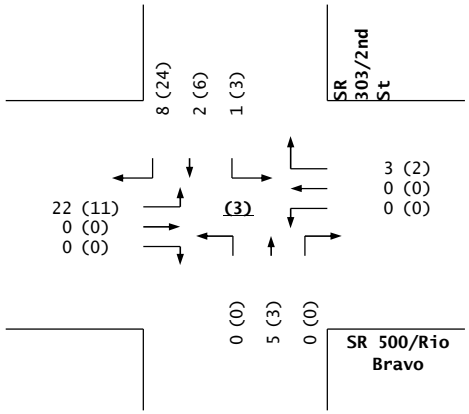
	Eastbound (SR 500/Rio Bravo)			**Westbound (SR 500/Rio Bravo)**			**Northbound (SR 303/2nd St)**			**Southbound (SR 303/2nd St)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	112	812	216	28	1,856	28	180	44	56	52	104	348
Background Traffic Growth	1	6	2	0	15	0	1	0	0	0	1	3
Subtotal (NO BUILD - P.M.)	***113***	***818***	***218***	***28***	***1,871***	***28***	***181***	***44***	***56***	***52***	***105***	***351***
Percent Office Trips Generated(Entering)	***21.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***5.00%***	***21.00%***
Total Trips Generated	11	0	0	0	0	2	0	3	0	3	6	24
Total PM Peak Hour BUILD Volumes	**124**	**818**	**218**	**28**	**1,871**	**30**	**181**	**47**	**56**	**55**	**111**	**375**

	Entering	Exiting		
Number of Office Trips Generated	**104**	**37**	A.M.	100% Office Development
	52	**112**	P.M.	

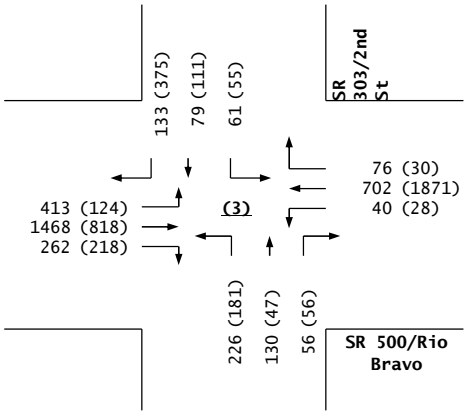
2025
NO BUILD



Trips



2025
BUILD



SR 500/Rio Bravo / SR 303/2nd St

Coyote Gravel Inc. (SR 303/2nd St., NM)

Projected Turning Movements Worksheet

Diveway "A" / SR 303/2nd St

INTERSECTION: E-W Street: **Diveway "A"** (4)
N-S Street: **SR 303/2nd St**

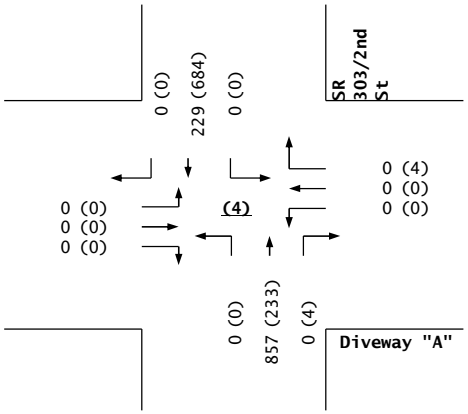
Year of Existing Counts 2024
Horizon Year **2025**

Growth Rates	**0.60%**			**0.60%**			**0.60%**			**0.60%**		
	Eastbound (Diveway "A")			**Westbound (Diveway "A")**			**Northbound (SR 303/2nd St)**			**Southbound (SR 303/2nd St)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	852	0	0	228	0
Background Traffic Growth	0	0	0	0	0	0	0	5	0	0	1	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***857***	***0***	***0***	***229***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.50%***	*0.00%*	*0.00%*	*0.00%*	***11.00%***	***60.00%***
Percent Office Trips Generated(Exiting)	***59.50%***	*0.00%*	***9.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***11.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total AM Peak Hour BUILD Volumes	**22**	**0**	**4**	**0**	**0**	**0**	**4**	**861**	**0**	**0**	**240**	**62**

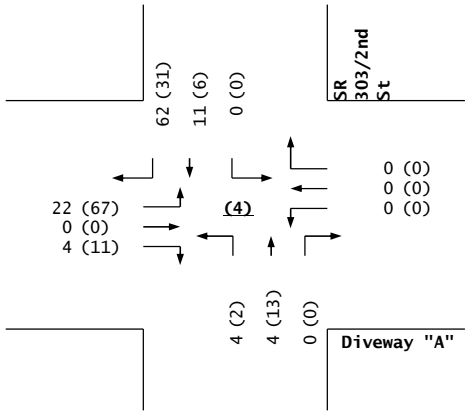
	0.60%			**0.60%**			**0.60%**			**0.60%**		
	Eastbound (Diveway "A")			**Westbound (Diveway "A")**			**Northbound (SR 303/2nd St)**			**Southbound (SR 303/2nd St)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	4	0	232	4	0	680	0
Background Traffic Growth	0	0	0	0	0	0	0	1	0	0	4	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***4***	***0***	***233***	***4***	***0***	***684***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.50%***	*0.00%*	*0.00%*	*0.00%*	***11.00%***	***60.00%***
Percent Office Trips Generated(Exiting)	***59.50%***	*0.00%*	***9.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***11.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total PM Peak Hour BUILD Volumes	**67**	**0**	**11**	**0**	**0**	**4**	**2**	**246**	**4**	**0**	**690**	**31**

	Entering	Exiting		
Number of Office Trips Generated	**104**	**37**	A.M.	100% Office Development
	52	**112**	P.M.	

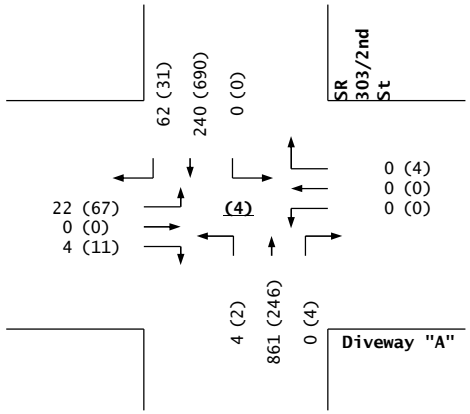
2025
NO BUILD



Trips



2025
BUILD



Diveway "A" / SR 303/2nd St

Coyote Gravel Inc. (SR 303/2nd St., NM)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2035) - 100% Development

INTERSECTION: **Summary**

Woodward Rd. SW / SR 303/2nd St (1)

3% Truck	0.85			0.85			0.85			0.85			PHF
	Eastbound (Woodward Rd. SW)			Westbound (Woodward Rd. SW)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	116	0	60	0	536	336	52	116	0	
2035 (NO BUILD - A.M.)	*0*	*0*	*0*	*124*	*0*	*64*	*0*	*571*	*358*	*55*	*124*	*0*	
2035 (BUILD - A.M.)	***0***	***0***	***0***	***192***	***0***	***64***	***0***	***573***	***382***	***55***	***130***	***0***	
	0.94			*0.94*			*0.94*			*0.94*			*PHF*
	Eastbound (Woodward Rd. SW)			Westbound (Woodward Rd. SW)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	364	0	164	0	132	92	132	284	0	
2035 (NO BUILD - P.M.)	*0*	*0*	*0*	*388*	*0*	*175*	*0*	*141*	*98*	*141*	*303*	*0*	
2035 (BUILD - P.M.)	***0***	***0***	***0***	***422***	***0***	***175***	***0***	***148***	***171***	***141***	***306***	***0***	

Hill St/Driveway "B" / SR 303/2nd St (2)

3% Truck	0.84			0.84			0.84			0.84			PHF
	Eastbound (Driveway "B")			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	0	0	852	0	0	228	0	
2035 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*908*	*0*	*0*	*243*	*0*	
2035 (BUILD - A.M.)	***4***	***0***	***7***	***0***	***1***	***1***	***27***	***911***	***0***	***0***	***246***	***11***	
	0.93			*0.93*			*0.93*			*0.93*			*PHF*
	Eastbound (Driveway "B")			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	4	0	232	4	0	680	0	
2035 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*247*	*4*	*0*	*725*	*0*	
2035 (BUILD - P.M.)	***13***	***1***	***22***	***0***	***0***	***4***	***14***	***249***	***4***	***1***	***735***	***6***	

SR 500/Rio Bravo / SR 303/2nd St (3)

3% Truck	0.96			0.96			0.96			0.96			PHF
	Eastbound (SR 500/Rio Bravo)			Westbound (SR 500/Rio Bravo)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	388	1,456	260	40	696	72	224	124	56	60	76	124	
2035 (NO BUILD - A.M.)	*422*	*1,584*	*283*	*44*	*757*	*78*	*244*	*135*	*61*	*65*	*83*	*135*	
2035 (BUILD - A.M.)	***444***	***1,584***	***283***	***44***	***757***	***81***	***244***	***140***	***61***	***66***	***85***	***143***	
	0.95			*0.95*			*0.95*			*0.95*			*PHF*
	Eastbound (SR 500/Rio Bravo)			Westbound (SR 500/Rio Bravo)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	112	812	216	28	1,856	28	180	44	56	52	104	348	
2035 (NO BUILD - P.M.)	*122*	*883*	*235*	*30*	*2,019*	*30*	*196*	*48*	*61*	*57*	*113*	*379*	
2035 (BUILD - P.M.)	***133***	***883***	***235***	***30***	***2,019***	***32***	***196***	***51***	***61***	***60***	***119***	***403***	

Diveway "A" / SR 303/2nd St (4)

3% Truck	1.00			1.00			1.00			1.00			PHF
	Eastbound (Diveway "A")			Westbound (Diveway "A")			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	0	0	852	0	0	228	0	
2035 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*908*	*0*	*0*	*243*	*0*	
2035 (BUILD - A.M.)	***22***	***0***	***4***	***0***	***0***	***0***	***4***	***912***	***0***	***0***	***254***	***62***	
	1.00			*1.00*			*1.00*			*1.00*			*PHF*
	Eastbound (Diveway "A")			Westbound (Diveway "A")			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	0	0	232	0	0	680	0	
2035 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*247*	*0*	*0*	*725*	*0*	
2035 (BUILD - P.M.)	***67***	***0***	***11***	***0***	***0***	***0***	***2***	***260***	***0***	***0***	***731***	***31***	

Coyote Gravel Inc. (SR 303/2nd St., NM)

Projected Turning Movements Worksheet

Woodward Rd. SW / SR 303/2nd St

INTERSECTION: E-W Street: **Woodward Rd. SW** (1)
N-S Street: **SR 303/2nd St**

Year of Existing Counts 2024
Horizon Year **2035**
Growth Rates **0.60%**

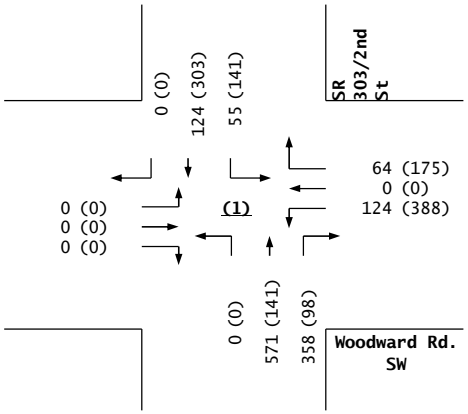
	Eastbound (Woodward Rd. SW)			Westbound (Woodward Rd. SW)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	116	0	60	0	536	336	52	116	0
Background Traffic Growth	0	0	0	8	0	4	0	35	22	3	8	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***124***	***0***	***64***	***0***	***571***	***358***	***55***	***124***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***65.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	***65.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	68	0	0	0	2	24	0	6	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**192**	**0**	**64**	**0**	**573**	**382**	**55**	**130**	**0**

Growth Rates **0.60%**

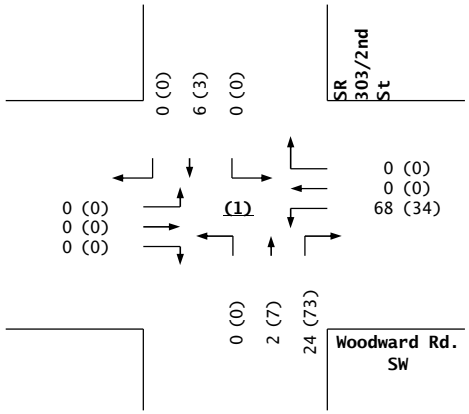
	Eastbound (Woodward Rd. SW)			Westbound (Woodward Rd. SW)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	364	0	164	0	132	92	132	284	0
Background Traffic Growth	0	0	0	24	0	11	0	9	6	9	19	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***388***	***0***	***175***	***0***	***141***	***98***	***141***	***303***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***65.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	***65.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	34	0	0	0	7	73	0	3	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**422**	**0**	**175**	**0**	**148**	**171**	**141**	**306**	**0**

	Entering	Exiting		
Number of Office Trips Generated	**104**	**37**	A.M.	100% Office Development
	52	**112**	P.M.	

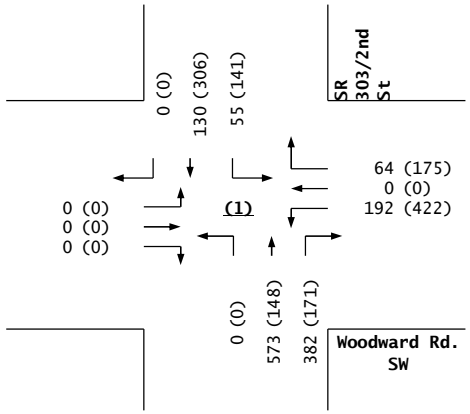
2035
NO BUILD



Trips



2035
BUILD



Woodward Rd. SW / SR 303/2nd St

Coyote Gravel Inc. (SR 303/2nd St., NM)

Projected Turning Movements Worksheet

Hill St/Driveway "B" / SR 303/2nd St

INTERSECTION: E-W Street: **Hill St/Driveway "B"** (2)
N-S Street: **SR 303/2nd St**

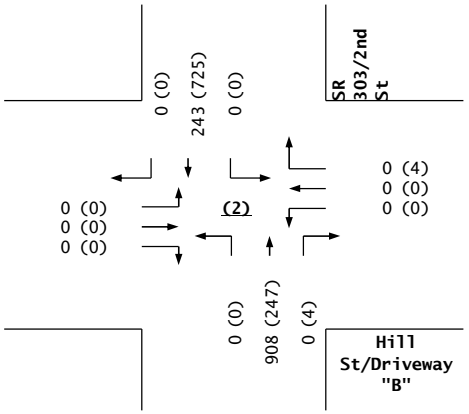
Year of Existing Counts 2024
Horizon Year **2035**
Growth Rates **0.60%** **0.60%** **0.60%** **0.60%**

	Eastbound (Driveway "B")			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	852	0	0	228	0
Background Traffic Growth	0	0	0	0	0	0	0	56	0	0	15	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***908***	***0***	***0***	***243***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***	***26.00%***	***3.00%***	*0.00%*	*0.00%*	*0.00%*	***11.00%***
Percent Office Trips Generated(Exiting)	***11.50%***	***0.50%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***9.00%***	*0.00%*
Total Trips Generated	4	0	7	0	1	1	27	3	0	0	3	11
Total AM Peak Hour BUILD Volumes	**4**	**0**	**7**	**0**	**1**	**1**	**27**	**911**	**0**	**0**	**246**	**11**

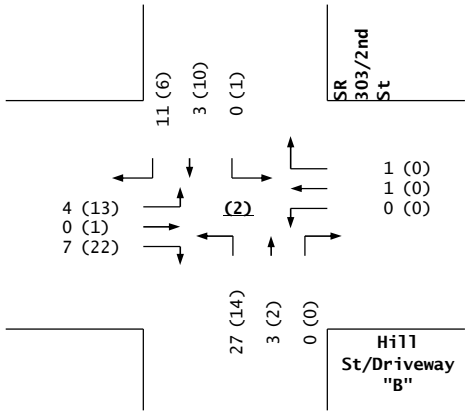
	Eastbound (Driveway "B")			Westbound (Hill St.)			Northbound (SR 303/2nd St)			Southbound (SR 303/2nd St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	4	0	232	4	0	680	0
Background Traffic Growth	0	0	0	0	0	0	0	15	0	0	45	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***4***	***0***	***247***	***4***	***0***	***725***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***	***26.00%***	***3.00%***	*0.00%*	*0.00%*	*0.00%*	***11.00%***
Percent Office Trips Generated(Exiting)	***11.50%***	***0.50%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***9.00%***	*0.00%*
Total Trips Generated	13	1	22	0	0	0	14	2	0	1	10	6
Total PM Peak Hour BUILD Volumes	**13**	**1**	**22**	**0**	**0**	**4**	**14**	**249**	**4**	**1**	**735**	**6**

	Entering	Exiting		
Number of Office Trips Generated	**104**	**37**	A.M.	100% Office Development
	52	**112**	P.M.	

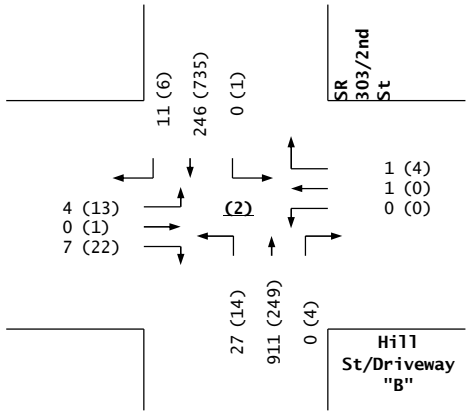
2035
NO BUILD



Trips



2035
BUILD



Hill St/Driveway "B" / SR 303/2nd St

Coyote Gravel Inc. (SR 303/2nd St., NM)

Projected Turning Movements Worksheet

SR 500/Rio Bravo / SR 303/2nd St

INTERSECTION: E-W Street: **SR 500/Rio Bravo** (3)
N-S Street: **SR 303/2nd St**

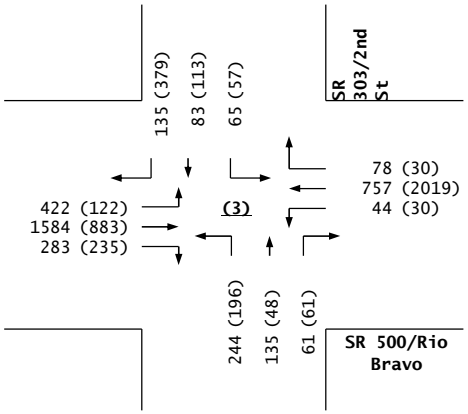
Year of Existing Counts 2024
Horizon Year **2035**

	Growth Rates	0.80%			0.80%			0.80%			0.80%		
		Eastbound (SR 500/Rio Bravo)			**Westbound (SR 500/Rio Bravo)**			**Northbound (SR 303/2nd St)**			**Southbound (SR 303/2nd St)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		388	1,456	260	40	696	72	224	124	56	60	76	124
Background Traffic Growth		34	128	23	4	61	6	20	11	5	5	7	11
Subtotal (NO BUILD - A.M.)		***422***	***1,584***	***283***	***44***	***757***	***78***	***244***	***135***	***61***	***65***	***83***	***135***
Percent Office Trips Generated(Entering)		***21.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***5.00%***	***21.00%***
Total Trips Generated		22	0	0	0	0	3	0	5	0	1	2	8
Total AM Peak Hour BUILD Volumes		**444**	**1,584**	**283**	**44**	**757**	**81**	**244**	**140**	**61**	**66**	**85**	**143**

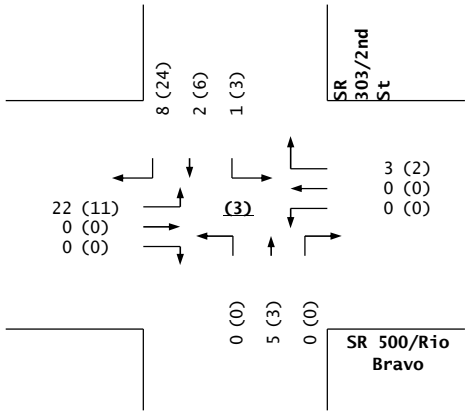
	Eastbound (SR 500/Rio Bravo)			**Westbound (SR 500/Rio Bravo)**			**Northbound (SR 303/2nd St)**			**Southbound (SR 303/2nd St)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	112	812	216	28	1,856	28	180	44	56	52	104	348
Background Traffic Growth	10	71	19	2	163	2	16	4	5	5	9	31
Subtotal (NO BUILD - P.M.)	***122***	***883***	***235***	***30***	***2,019***	***30***	***196***	***48***	***61***	***57***	***113***	***379***
Percent Office Trips Generated(Entering)	***21.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***5.00%***	***21.00%***
Total Trips Generated	11	0	0	0	0	2	0	3	0	3	6	24
Total PM Peak Hour BUILD Volumes	**133**	**883**	**235**	**30**	**2,019**	**32**	**196**	**51**	**61**	**60**	**119**	**403**

	Entering	Exiting		
Number of Office Trips Generated	**104**	**37**	A.M.	100% Office Development
	52	**112**	P.M.	

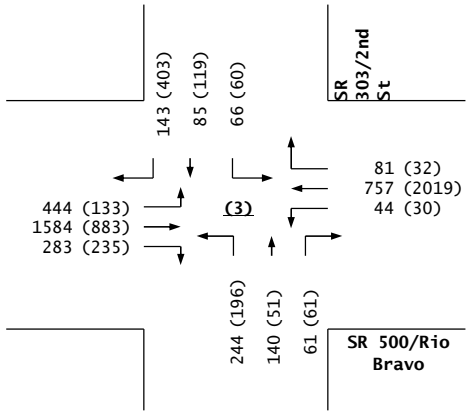
2035
NO BUILD



Trips



2035
BUILD



SR 500/Rio Bravo / SR 303/2nd St

Coyote Gravel Inc. (SR 303/2nd St., NM)

Projected Turning Movements Worksheet

Diveway "A" / SR 303/2nd St

INTERSECTION: E-W Street: **Diveway "A"** (4)
N-S Street: **SR 303/2nd St**

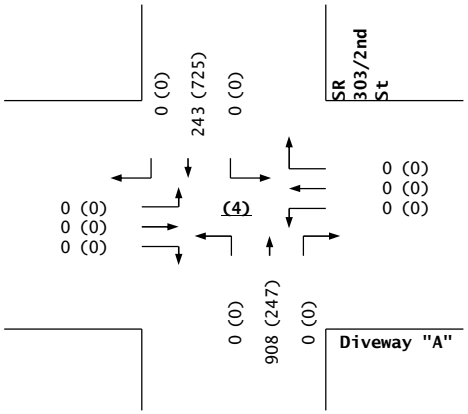
Year of Existing Counts 2024
Horizon Year **2035**

Growth Rates	**0.60%**			**0.60%**			**0.60%**			**0.60%**		
	Eastbound (Diveway "A")			**Westbound (Diveway "A")**			**Northbound (SR 303/2nd St)**			**Southbound (SR 303/2nd St)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	852	0	0	228	0
Background Traffic Growth	0	0	0	0	0	0	0	56	0	0	15	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***908***	***0***	***0***	***243***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.50%***	*0.00%*	*0.00%*	*0.00%*	***11.00%***	***60.00%***
Percent Office Trips Generated(Exiting)	***59.50%***	*0.00%*	***9.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***11.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total AM Peak Hour BUILD Volumes	**22**	**0**	**4**	**0**	**0**	**0**	**4**	**912**	**0**	**0**	**254**	**62**

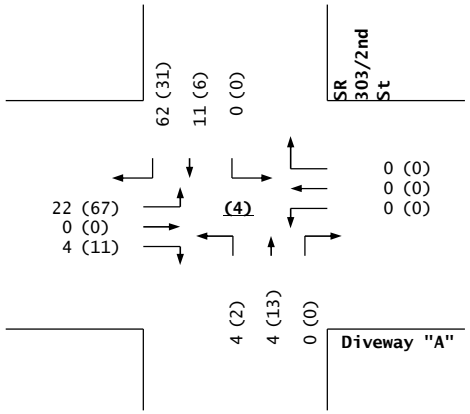
	0.60%			**0.60%**			**0.60%**			**0.60%**		
	Eastbound (Diveway "A")			**Westbound (Diveway "A")**			**Northbound (SR 303/2nd St)**			**Southbound (SR 303/2nd St)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	232		0	680	0
Background Traffic Growth	0	0	0	0	0	0	0	15	0	0	45	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***247***	***0***	***0***	***725***	***0***
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.50%***	*0.00%*	*0.00%*	*0.00%*	***11.00%***	***60.00%***
Percent Office Trips Generated(Exiting)	***59.50%***	*0.00%*	***9.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***11.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total PM Peak Hour BUILD Volumes	**67**	**0**	**11**	**0**	**0**	**0**	**2**	**260**	**0**	**0**	**731**	**31**

	Entering	Exiting		
Number of Office Trips Generated	**104**	**37**	A.M.	100% Office Development
	52	**112**	P.M.	

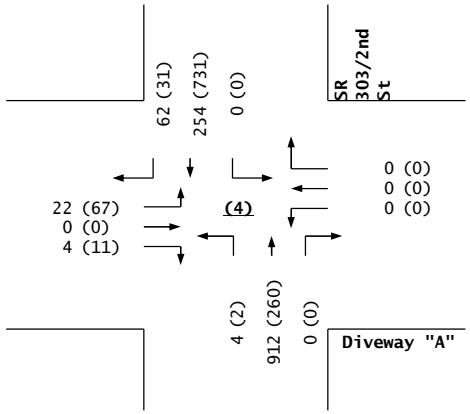
2035
NO BUILD



Trips



2035
BUILD



Diveway "A" / SR 303/2nd St

Signal Timing and Phase Assignments
Rio Bravo & 2nd St.

Direction	W-SB	EB	N-WB	SB	E-NB	WB	S-EB	NB
Camera	3	1	4	2	1	3	2	4
Phase	**Ø1**	**Ø2**	**Ø3**	**Ø4**	**Ø5**	**Ø6**	**Ø7**	**Ø8**
Min. Green	7	15	7	10	7	15	7	10
Max. 1	15	100	40	35	15	100	30	35
Max. 2	20	65	45	40	20	65	35	40
Max. 3	25	75	40	35	25	75	30	35
Veh. Ext.	1.5	3.5	3.0	2.5	2.0	3.5	1.5	2.5
Yellow + Red	6.1	6.1	7.1	7.1	6.1	6.1	7.1	7.1
Yellow (3-6)	4.6	4.6	5.6	5.6	4.6	4.6	5.6	5.6
Red Clr. (1-2)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk		7		7		0		0
Ped. Clr.		16		32		0		0

Rio Bravo & 2nd St., EW

Yellow + All Red Signal Change Interval	English Units		Metric Units	
Input Items In Red Only				
Approach speed V	45	MPH	72	KM/Hr
grade (g)	0.00%		0.00%	
Width of Intersection	95	Feet	28.96	Meters
Length of Vehicle	20	Feet	6	Meters
Perception Time (t) (seconds)	1	Sec	1	Sec
Gravity (G)	32.2	Ft/Sec^2	9.8	M/Sec^2
Deceleration Rate (a)	10	Ft/Sec^2	3.0	M/Sec^2
Change Plus clearance Time at signalized intersections CP=	6.04	Seconds	6.04	Seconds

Source: ITE Traffic Engineering Handbook - 5th Ed. (Page 481)
Formula CP = T + (V/(2a+2gG))+(W+L)/V
Where V is in FEET/SEC in Formula above
Red clearance Interval shall be 1-2 Seconds

Rio Bravo & 2nd St., EW

Minimum Pedestrian Green Time @ Signalized Intersections		
Input Items In Red Only		
Pedestrian Start off Time (P)	7	Seconds
Walking Distance (D)	70	Feet
Walking Speed (S)	3.5	Ft/Sec
Yellow Change Interval (Y)	4.6	Seconds
G_{min} =	15.40	

Source: Toolbox On Intersection Safety And Design
By ITE Dated September, 2004
Formula (D/S) - Y

Rio Bravo & 2nd St., NS

Yellow + All Red Signal Change Interval	English Units		Metric Units	
Input Items In Red Only				
Approach speed V	45	MPH	72	KM/Hr
grade (g)	0.00%		0.00%	
Width of Intersection	159	Feet	48.46	Meters
Length of Vehicle	20	Feet	6	Meters
Perception Time (t) (seconds)	1	Sec	1	Sec
Gravity (G)	32.2	Ft/Sec^2	9.8	M/Sec^2
Deceleration Rate (a)	10	Ft/Sec^2	3.0	M/Sec^2
Change Plus clearance Time at signalized intersections CP=	7.01	Seconds	7.01	Seconds

Source: ITE Traffic Engineering Handbook - 5th Ed. (Page 481)
Formula CP = T + (V/(2a+2gG))+(W+L)/V
Where V is in FEET/SEC in Formula above
Red clearance Interval shall be 1-2 Seconds

Rio Bravo & 2nd St., NS

Minimum Pedestrian Green Time @ signalized Intersections		
Input Items In Red Only		
Pedestrian Start off Time (P)	7	Seconds
Walking Distance (D)	130	Feet
Walking Speed (S)	3.5	Ft/Sec
Yellow Change Interval (Y)	5.6	Seconds
G_{min} =	31.54	

Source: Toolbox On Intersection Safety And Design
By ITE Dated September, 2004
Formula (D/S) - Y

Intersection No.:

System:
Address:

Intersection Name: Woodward Rd & 2nd Street

Controller Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:		EB	S-E	NB		WB		SB
Min Grn			3	12		8		12
Walk:		7	0	7				0
Ped Clr:		15	0	20				0
Veh Ext:			3.0	3.0		3.0		3.0
Veh Ext2:								
Max 1:			10	34		30		16
Max 2:			15	40		34		20
Max 3:								
Yellow:		3.5	3.0	4.0		3.5		4.0
Red Clr		2.0	0.5	1.5		2.0		1.5

Controller Recall Data

Locking Memory:								
Vehicle Recall:								
Ped Recall:								
Recall To Max:								

Flash Mode: ALL RED

Start Up Mode:	ALL RED
Time:	8 SEC.
First Phases:	4 & 8
Start In:	GREEN

Overlap Phases: NONE

NOTES:

1. Prepared by: Suresh Parvatoja, P.E, AECOM 2-23-22

Historic Growth Data Table

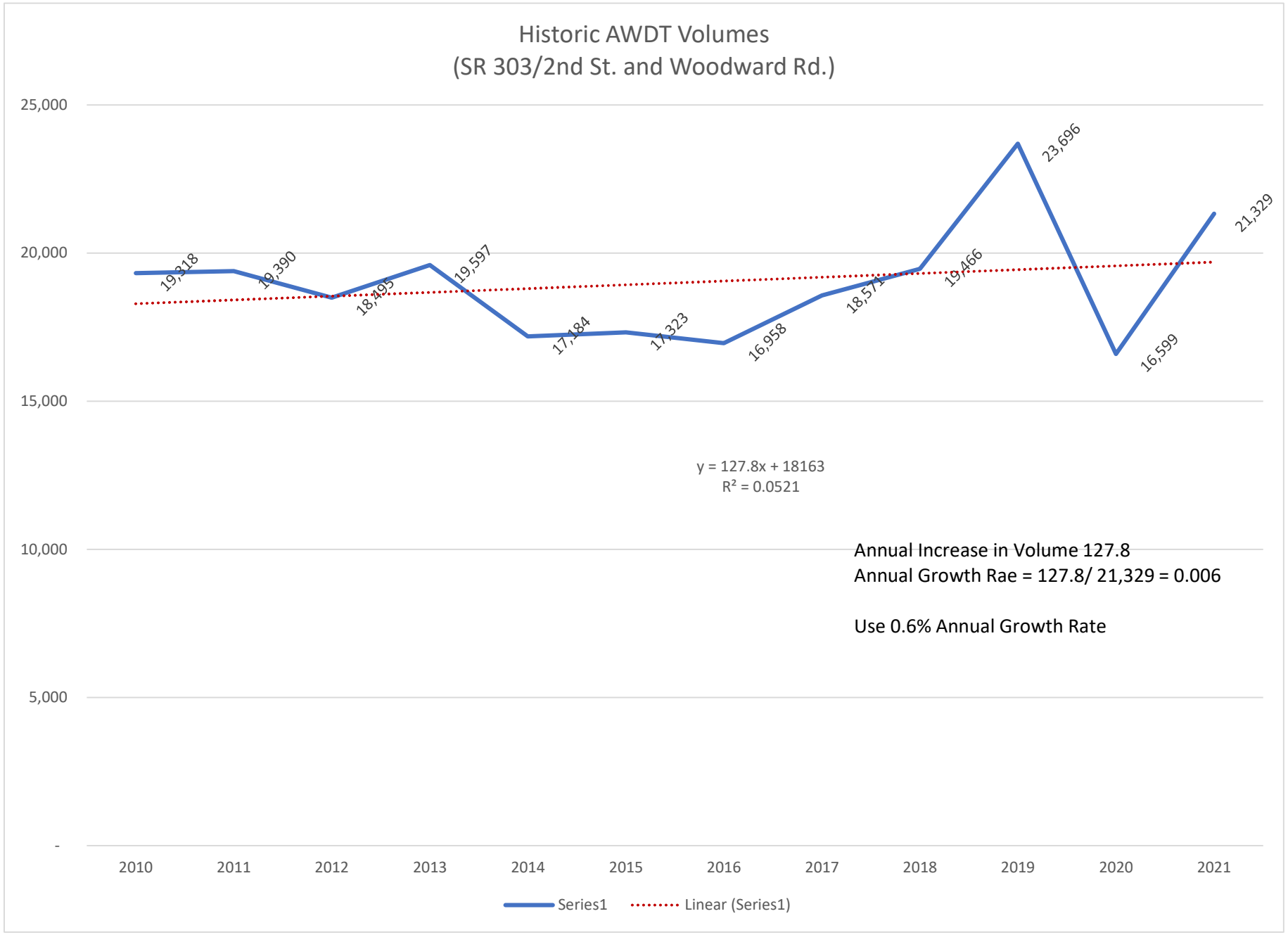
Coyote Gravel Inc. - Secondary Site

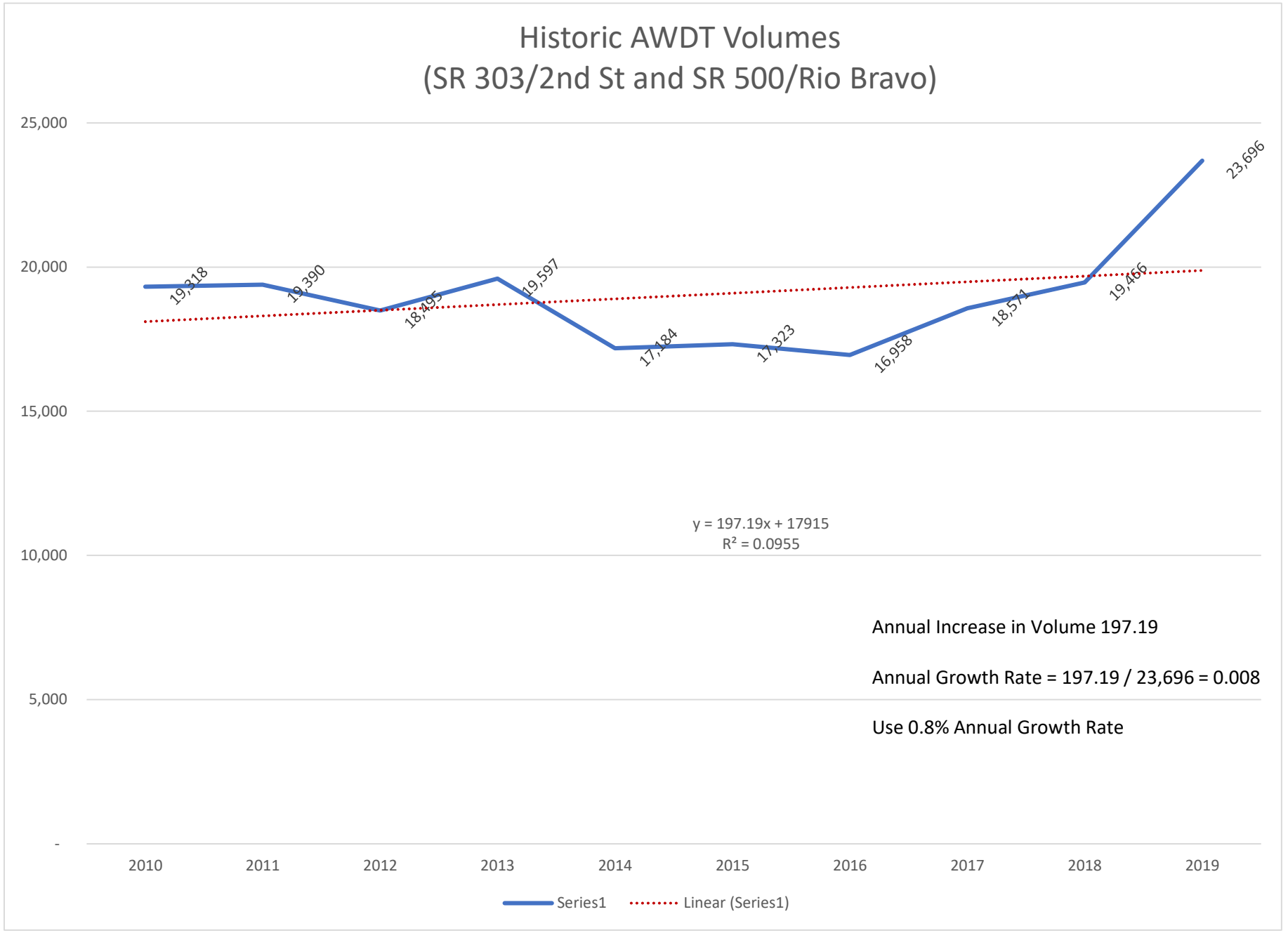
(SR 303/2nd St SW)

Traffic Flows (AWDT) from Mid-Region Council of Governments

COG ID	Location	SR 303/2nd St and Woodward Rd											
Intersection #1:	2ND STREET / WOODWARD												
	Street:	**From:**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
26652	2ND STREET	NORTH OF RIO BRAVO - SOUTH OF WOODWARD	8,952	8,738	7,981	7,800	7,722	7,823	9,033	9,166	10,075	11,215	7,856	10,095
26604	2ND STREET	NORTH OF WOODWARD - SOUTH OF AVENIDA CESAR CHA\	4,757	4,643	4,583	5,943	5,884	5,908	4,308	4,371	4,364	7,421	5,198	6,679
26612	WOODWARD	EAST OF 2ND ST. - WEST OF BROADWAY	5,609	6,009	5,931	5,854	3,578	3,592	3,617	5,034	5,027	5,060	3,545	4,555
	Total Intersection Traffic Flows		**19,318**	**19,390**	**18,495**	**19,597**	**17,184**	**17,323**	**16,958**	**18,571**	**19,466**	**23,696**	**16,599**	**21,329**

COG ID	Location	SR 303/2nd St and SR 500/Rio Bravo Blvd											
Intersection #1:	2ND STREET / RIO BRAVO BLVD.												
	Street:	**From:**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
26652	2ND STREET	NORTH OF RIO BRAVO - SOUTH OF WOODWARD	8,952	8,738	7,981	7,800	7,722	7,823	9,033	9,166	10,075	11,215	7,856	10,095
26698	RIO BRAVO BLVD.	EAST OF 2ND ST. - WEST OF SUNPORT RR FACILITY	29,429	22,799	22,503	25,776	25,518	25,620	29,474	29,905	29,861	30,436	13,245	17,020
26656	RIO BRAVO BLVD.	EAST OF ISLETA BLVD. - WEST OF 2ND ST.	35,220	34,119	33,729	34,121	33,780	33,915	34,152	30,305	30,260	30,456	21,335	30,200
26812	2ND STREET	NORTH OF EASTVIEW - SOUTH OF RIO BRAVO	8,600	8,330	8,221	6,515	6,595	6,643	6,690	8,110	7,409	7,457	5,224	6,713
	Total Intersection Traffic Flows		**82,201**	**73,986**	**72,434**	**74,212**	**73,615**	**74,001**	**79,349**	**77,486**	**77,605**	**79,564**	**47,660**	**64,028**


Historic AWDT Volumes
(SR 303/2nd St. and Woodward Rd.)
25,000
20,000
15,000
10,000
5,000
-
19,318
19,390
18,495
19,597
17,184
17,323
16,958
18,571
19,466
23,696
16,599
21,329
y = 127.8x + 18163
R² = 0.0521
Annual Increase in Volume 127.8
Annual Growth Rae = 127.8/ 21,329 = 0.006
Use 0.6% Annual Growth Rate
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Series1
Linear (Series1)


Historic AWDT Volumes
(SR 303/2nd St and SR 500/Rio Bravo)
25,000
20,000
15,000
10,000
5,000
-
19,318
19,390
18,495
19,597
17,184
17,323
16,958
18,571
19,466
23,696
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
y = 197.19x + 17915
R² = 0.0955
Annual Increase in Volume 197.19
Annual Growth Rate = 197.19 / 23,696 = 0.008
Use 0.8% Annual Growth Rate
Series1
Linear (Series1)

Coyote Gravel Products, Inc. (3053 2nd Street NW)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

COMMENT	USE (ITE CODE) / DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
	Specialty Trade Contractor	85.00	792	104	37	52	112

Coyote Gravel Products, Inc. (3053 2nd Street NW)
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Specialty Trade Contractor	***85.00***	792	104	37	52	112
	1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = ***9.32*** **(X) +** ***0***
50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

T = ***1.66*** **(X) +** ***0***
74% Enter, ***26%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

T = ***1.93*** **(X) +** ***0***
32% Enter, ***68%*** Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 11th Edition

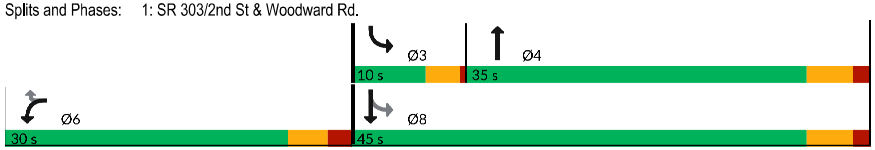
Timings
1: SR 303/2nd St & Woodward Rd.

11/23/2024

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	117	60	539	52	117
Future Volume (vph)	117	60	539	52	117
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	6		4	3	8
Permitted Phases	6	6		8	
Detector Phase	6	6	4	3	8
Switch Phase					
Minimum Initial (s)	8.0	8.0	12.0	3.0	12.0
Minimum Split (s)	27.5	27.5	32.5	9.5	23.5
Total Split (s)	30.0	30.0	35.0	10.0	45.0
Total Split (%)	40.0%	40.0%	46.7%	13.3%	60.0%
Yellow Time (s)	3.5	3.5	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	1.5	0.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	3.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	24.5	24.5	29.5	41.5	39.5
Actuated g/C Ratio	0.33	0.33	0.39	0.55	0.53
v/c Ratio	0.15	0.08	0.87	0.16	0.09
Control Delay (s/veh)	18.9	6.7	34.4	9.3	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.9	6.7	34.4	9.3	9.2
LOS	B	A	C	A	A
Approach Delay (s/veh)	14.8		34.4		9.2
Approach LOS	B		C		A

Intersection Summary		
Cycle Length: 75		
Actuated Cycle Length: 75		
Natural Cycle: 70		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay (s/veh): 28.1	Intersection LOS: C	
Intersection Capacity Utilization 45.3%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 1: SR 303/2nd St & Woodward Rd.



HCM 7th Signalized Intersection Summary
1: SR 303/2nd St & Woodward Rd.

11/23/2024

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	117	60	539	338	52	117
Future Volume (veh/h)	117	60	539	338	52	117
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1722	1870	1841	1559	1796
Adj Flow Rate, veh/h	83	42	380	239	37	83
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	7	12	2	4	23	7
Cap, veh/h	559	477	418	263	262	946
Arrive On Green	0.33	0.33	0.39	0.39	0.09	0.53
Sat Flow, veh/h	1711	1459	1063	668	1485	1796
Grp Volume(v), veh/h	83	42	0	619	37	83
Grp Sat Flow(s),veh/h/ln	1711	1459	0	1731	1485	1796
Q Serve(g_s), s	2.6	1.5	0.0	25.3	0.9	1.7
Cycle Q Clear(g_c), s	2.6	1.5	0.0	25.3	0.9	1.7
Prop In Lane	1.00	1.00		0.39	1.00	
Lane Grp Cap(c), veh/h	559	477	0	681	262	946
V/C Ratio(X)	0.15	0.09	0.00	0.91	0.14	0.09
Avail Cap(c_a), veh/h	559	477	0	681	262	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	17.5	0.0	21.5	14.6	8.8
Incr Delay (d2), s/veh	0.6	0.4	0.0	18.3	1.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.5	0.0	12.6	0.4	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.4	17.9	0.0	39.8	15.8	9.0
LnGrp LOS	B	B		D	B	A
Approach Vol, veh/h	125		619			120
Approach Delay, s/veh	18.2		39.8			11.1
Approach LOS	B		D			B

Timer - Assigned Phs			3	4		6	8
Phs Duration (G+Y+Rc), s			10.0	35.0		30.0	45.0
Change Period (Y+Rc), s			3.5	5.5		5.5	5.5
Max Green Setting (Gmax), s			6.5	29.5		24.5	39.5
Max Q Clear Time (g_c+I1), s			2.9	27.3		4.6	3.7
Green Ext Time (p_c), s			0.0	0.7		0.3	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	32.7
HCM 7th LOS	C

Timings
1: SR 303/2nd St & Woodward Rd.

11/23/2024

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	185	60	541	52	123
Future Volume (vph)	185	60	541	52	123
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	6		4	3	8
Permitted Phases	6	6		8	
Detector Phase	6	6	4	3	8
Switch Phase					
Minimum Initial (s)	8.0	8.0	12.0	3.0	12.0
Minimum Split (s)	27.5	27.5	32.5	9.5	17.5
Total Split (s)	30.0	30.0	35.0	10.0	45.0
Total Split (%)	40.0%	40.0%	46.7%	13.3%	60.0%
Yellow Time (s)	3.5	3.5	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	1.5	0.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	4.0	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	Max	Max	Max	None	Max
Act Effct Green (s)	24.5	24.5	33.5	41.0	39.5
Actuated g/C Ratio	0.33	0.33	0.45	0.55	0.53
v/c Ratio	0.24	0.09	0.79	0.15	0.09
Control Delay (s/veh)	19.9	6.7	27.5	9.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.9	6.7	27.5	9.5	9.2
LOS	B	A	C	A	A
Approach Delay (s/veh)	16.7		27.5		9.3
Approach LOS	B		C		A

Intersection Summary		
Cycle Length: 75		
Actuated Cycle Length: 75		
Natural Cycle: 70		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay (s/veh): 23.1	Intersection LOS: C	
Intersection Capacity Utilization 46.2%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 1: SR 303/2nd St & Woodward Rd.

HCM 7th Signalized Intersection Summary
1: SR 303/2nd St & Woodward Rd.

11/23/2024

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	185	60	541	362	52	123
Future Volume (veh/h)	185	60	541	362	52	123
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1722	1870	1841	1559	1796
Adj Flow Rate, veh/h	131	42	382	256	37	87
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	7	12	2	4	23	7
Cap, veh/h	559	477	472	316	217	946
Arrive On Green	0.33	0.33	0.45	0.45	0.02	0.53
Sat Flow, veh/h	1711	1459	1044	700	1485	1796
Grp Volume(v), veh/h	131	42	0	638	37	87
Grp Sat Flow(s),veh/h/ln	1711	1459	0	1744	1485	1796
Q Serve(g_s), s	4.2	1.5	0.0	23.7	1.0	1.8
Cycle Q Clear(g_c), s	4.2	1.5	0.0	23.7	1.0	1.8
Prop In Lane	1.00	1.00		0.40	1.00	
Lane Grp Cap(c), veh/h	559	477	0	788	217	946
V/C Ratio(X)	0.23	0.09	0.00	0.81	0.17	0.09
Avail Cap(c_a), veh/h	559	477	0	788	304	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	17.5	0.0	17.8	14.3	8.8
Incr Delay (d2), s/veh	1.0	0.4	0.0	8.8	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.5	0.0	9.8	0.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.4	17.9	0.0	26.6	14.7	9.0
LnGrp LOS	B	B		C	B	A
Approach Vol, veh/h	173		638			124
Approach Delay, s/veh	19.0		26.6			10.7
Approach LOS	B		C			B

Timer - Assigned Phs			3	4		6	8
Phs Duration (G+Y+Rc), s			5.6	39.4		30.0	45.0
Change Period (Y+Rc), s			4.0	5.5		5.5	5.5
Max Green Setting (Gmax), s			6.0	29.5		24.5	39.5
Max Q Clear Time (g_c+I1), s			3.0	25.7		6.2	3.8
Green Ext Time (p_c), s			0.0	1.4		0.4	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	23.1
HCM 7th LOS	C

Timings
1: Woodward Rd. & SR 303/2nd St

11/23/2024

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	366	165	133	133	286
Future Volume (vph)	366	165	133	133	286
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	6		4	3	8
Permitted Phases	6	6		8	
Detector Phase	6	6	4	3	8
Switch Phase					
Minimum Initial (s)	8.0	8.0	12.0	3.0	12.0
Minimum Split (s)	27.5	27.5	32.5	9.5	23.5
Total Split (s)	30.0	30.0	35.0	10.0	45.0
Total Split (%)	40.0%	40.0%	46.7%	13.3%	60.0%
Yellow Time (s)	3.5	3.5	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	1.5	0.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	3.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	24.5	24.5	29.5	41.5	39.5
Actuated g/C Ratio	0.33	0.33	0.39	0.55	0.53
v/c Ratio	0.40	0.19	0.19	0.14	0.18
Control Delay (s/veh)	22.3	5.3	10.0	8.7	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.3	10.0	8.7	10.0
LOS	C	A	B	A	A
Approach Delay (s/veh)	17.0		10.0		9.6
Approach LOS	B		B		A

Intersection Summary		
Cycle Length: 75		
Actuated Cycle Length: 75		
Natural Cycle: 70		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.40		
Intersection Signal Delay (s/veh): 13.0	Intersection LOS: B	
Intersection Capacity Utilization 51.6%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 1: Woodward Rd. & SR 303/2nd St

HCM 7th Signalized Intersection Summary
1: Woodward Rd. & SR 303/2nd St

11/23/2024

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	366	165	133	93	133	286
Future Volume (veh/h)	366	165	133	93	133	286
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1722	1870	1841	1559	1796
Adj Flow Rate, veh/h	220	99	80	56	80	172
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	7	12	2	4	23	7
Cap, veh/h	559	477	399	279	581	946
Arrive On Green	0.33	0.33	0.39	0.39	0.09	0.53
Sat Flow, veh/h	1711	1459	1013	709	1485	1796
Grp Volume(v), veh/h	220	99	0	136	80	172
Grp Sat Flow(s),veh/h/ln	1711	1459	0	1723	1485	1796
Q Serve(g_s), s	7.5	3.7	0.0	3.9	2.1	3.8
Cycle Q Clear(g_c), s	7.5	3.7	0.0	3.9	2.1	3.8
Prop In Lane	1.00	1.00		0.41	1.00	
Lane Grp Cap(c), veh/h	559	477	0	678	581	946
V/C Ratio(X)	0.39	0.21	0.00	0.20	0.14	0.18
Avail Cap(c_a), veh/h	559	477	0	678	581	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	18.2	0.0	15.0	9.9	9.3
Incr Delay (d2), s/veh	2.1	1.0	0.0	0.7	0.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.3	0.0	1.5	0.7	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.6	19.2	0.0	15.7	10.4	9.7
LnGrp LOS	C	B		B	B	A
Approach Vol, veh/h	319		136			252
Approach Delay, s/veh	20.9		15.7			9.9
Approach LOS	C		B			A

Timer - Assigned Phs			3	4		6	8
Phs Duration (G+Y+Rc), s			10.0	35.0		30.0	45.0
Change Period (Y+Rc), s			3.5	5.5		5.5	5.5
Max Green Setting (Gmax), s			6.5	29.5		24.5	39.5
Max Q Clear Time (g_c+I1), s			4.1	5.9		9.5	5.8
Green Ext Time (p_c), s			0.0	0.4		0.9	0.6

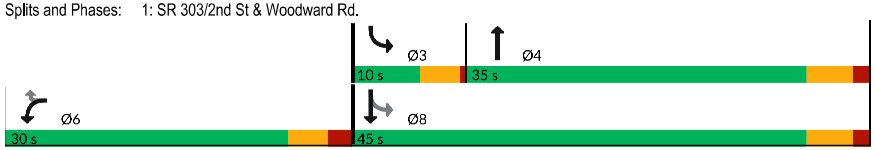
Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Timings
1: SR 303/2nd St & Woodward Rd. 11/23/2024

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	400	165	140	133	289
Future Volume (vph)	400	165	140	133	289
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	6		4	3	8
Permitted Phases	6	6		8	
Detector Phase	6	6	4	3	8
Switch Phase					
Minimum Initial (s)	8.0	8.0	12.0	3.0	12.0
Minimum Split (s)	27.5	27.5	32.5	9.5	17.5
Total Split (s)	30.0	30.0	35.0	10.0	45.0
Total Split (%)	40.0%	40.0%	46.7%	13.3%	60.0%
Yellow Time (s)	3.5	3.5	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	1.5	0.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	4.0	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	Max	Max	Max	None	Max
Act Effct Green (s)	24.5	24.5	31.5	41.0	39.5
Actuated g/C Ratio	0.33	0.33	0.42	0.55	0.53
v/c Ratio	0.44	0.19	0.24	0.15	0.19
Control Delay (s/veh)	22.9	5.3	8.7	9.0	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.9	5.3	8.7	9.0	10.0
LOS	C	A	A	A	A
Approach Delay (s/veh)	17.8		8.7		9.7
Approach LOS	B		A		A

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 75	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 13.0	Intersection LOS: B
Intersection Capacity Utilization 52.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: SR 303/2nd St & Woodward Rd.



HCM 7th Signalized Intersection Summary
1: SR 303/2nd St & Woodward Rd. 11/23/2024

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	400	165	140	166	133	289
Future Volume (veh/h)	400	165	140	166	133	289
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1722	1870	1841	1559	1796
Adj Flow Rate, veh/h	240	99	84	100	80	173
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	7	12	2	4	23	7
Cap, veh/h	559	477	329	391	520	946
Arrive On Green	0.33	0.33	0.43	0.43	0.04	0.53
Sat Flow, veh/h	1711	1459	767	913	1485	1796
Grp Volume(v), veh/h	240	99	0	184	80	173
Grp Sat Flow(s),veh/h/ln	1711	1459	0	1680	1485	1796
Q Serve(g_s), s	8.2	3.7	0.0	5.3	2.1	3.8
Cycle Q Clear(g_c), s	8.2	3.7	0.0	5.3	2.1	3.8
Prop In Lane	1.00	1.00		0.54	1.00	
Lane Grp Cap(c), veh/h	559	477	0	720	520	946
V/C Ratio(X)	0.43	0.21	0.00	0.26	0.15	0.18
Avail Cap(c_a), veh/h	559	477	0	720	572	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	18.2	0.0	13.8	10.3	9.3
Incr Delay (d2), s/veh	2.4	1.0	0.0	0.9	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.3	0.0	1.9	0.6	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.2	19.2	0.0	14.6	10.4	9.7
LnGrp LOS	C	B		B	B	A
Approach Vol, veh/h	339		184			253
Approach Delay, s/veh	21.3		14.6			9.9
Approach LOS	C		B			A

Timer - Assigned Phs			3	4		6	8
Phs Duration (G+Y+Rc), s			7.4	37.6		30.0	45.0
Change Period (Y+Rc), s			4.0	5.5		5.5	5.5
Max Green Setting (Gmax), s			6.0	29.5		24.5	39.5
Max Q Clear Time (g_c+I1), s			4.1	7.3		10.2	5.8
Green Ext Time (p_c), s			0.0	0.9		0.9	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	857	0	0	229
Future Vol, veh/h	0	0	857	0	0	229
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	0	2	100	100	0
Mvmt Flow	0	0	553	0	0	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	701	553	0	0	553	0
Stage 1	553	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	5.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	3.1	-
Pot Cap-1 Maneuver	399	537	-	-	667	-
Stage 1	568	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	399	537	-	-	667	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	667	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	0	7	0	1	1	27	860	0	0	232	11
Future Vol, veh/h	4	0	7	0	1	1	27	860	0	0	232	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	100	0	100	100	100	100	100	2	100	0	6	100
Mvmt Flow	3	0	5	0	1	1	19	614	0	0	166	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	823	823	170	819	826	614	174	0	0	614	0	0
Stage 1	170	170	-	653	653	-	-	-	-	-	-	-
Stage 2	653	653	-	166	174	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	7.2	8.1	7.5	7.2	5.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	4.2	4.4	4.9	4.2	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	204	311	673	205	219	351	978	-	-	975	-	-
Stage 1	648	762	-	328	341	-	-	-	-	-	-	-
Stage 2	328	467	-	652	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	197	302	673	198	212	351	978	-	-	975	-	-
Mov Cap-2 Maneuver	197	302	-	198	212	-	-	-	-	-	-	-
Stage 1	648	762	-	318	331	-	-	-	-	-	-	-
Stage 2	316	453	-	647	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.29	18.68	0.27	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	55	-	-	358	265	975	-	-
HCM Lane V/C Ratio	0.02	-	-	0.022	0.005	-	-	-
HCM Control Delay (s/veh)	8.8	0	-	15.3	18.7	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	233	4	0	684
Future Vol, veh/h	0	4	233	4	0	684
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	6	0	2	100	100	0
Mvmt Flow	0	2	140	2	0	410

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	551	141	0	0	142	0
Stage 1	141	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	5.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	3.1	-
Pot Cap-1 Maneuver	488	912	-	-	1009	-
Stage 1	876	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	488	912	-	-	1009	-
Mov Cap-2 Maneuver	488	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	661	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.96	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	912	1009	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s/veh)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	1	22	0	0	4	14	235	4	1	694	6
Future Vol, veh/h	13	1	22	0	0	4	14	235	4	1	694	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	0	100	100	100	100	100	2	100	0	6	100
Mvmt Flow	8	1	13	0	0	2	8	141	2	1	416	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	577	580	418	577	580	142	420	0	0	143	0	0
Stage 1	419	419	-	159	159	-	-	-	-	-	-	-
Stage 2	158	160	-	418	421	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	7.2	8.1	7.5	7.2	5.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	4.2	4.4	4.9	4.2	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	311	429	469	311	317	700	763	-	-	1452	-	-
Stage 1	457	593	-	658	613	-	-	-	-	-	-	-
Stage 2	659	769	-	458	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	423	469	298	313	700	763	-	-	1452	-	-
Mov Cap-2 Maneuver	306	423	-	298	313	-	-	-	-	-	-	-
Stage 1	457	593	-	650	606	-	-	-	-	-	-	-
Stage 2	649	760	-	445	451	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.7	10.16	0.54	0.01
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	99	-	-	393	700	3	-	-
HCM Lane V/C Ratio	0.011	-	-	0.055	0.003	0	-	-
HCM Control Delay (s/veh)	9.8	0	-	14.7	10.2	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

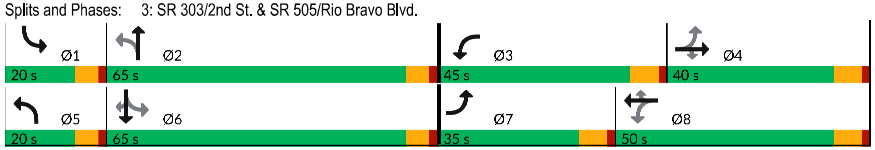
Timings
3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.

11/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	413	1468	262	40	702	76	226	130	61	79	133
Future Volume (vph)	413	1468	262	40	702	76	226	130	61	79	133
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		4	8		8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	14.1	46.1	46.1	14.1	17.1	17.1	13.1	29.1	13.1	21.1	21.1
Total Split (s)	35.0	40.0	40.0	45.0	50.0	50.0	20.0	65.0	20.0	65.0	65.0
Total Split (%)	20.6%	23.5%	23.5%	26.5%	29.4%	29.4%	11.8%	38.2%	11.8%	38.2%	38.2%
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	6.1	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	Min	None	None	None
Act Effct Green (s)	50.4	42.5	42.5	29.1	21.9	21.9	33.7	23.6	23.1	15.5	15.5
Actuated g/C Ratio	0.51	0.43	0.43	0.30	0.22	0.22	0.34	0.24	0.24	0.16	0.16
v/c Ratio	0.68	0.81	0.29	0.17	0.75	0.16	0.43	0.37	0.17	0.23	0.29
Control Delay (s/veh)	22.4	30.4	8.0	17.1	42.6	2.4	29.0	35.5	26.7	42.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.4	30.4	8.0	17.1	42.6	2.4	29.0	35.5	26.7	42.5	4.3
LOS	C	C	A	B	D	A	C	D	C	D	A
Approach Delay (s/veh)		26.1			37.6			31.9		20.4	
Approach LOS		C			D			C		C	

Intersection Summary			
Cycle Length: 170			
Actuated Cycle Length: 98			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 28.9		Intersection LOS: C	
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.



HCM 7th Signalized Intersection Summary
3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.

11/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	1468	262	40	702	76	226	130	56	61	79	133
Future Volume (veh/h)	413	1468	262	40	702	76	226	130	56	61	79	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1841	1826	1856	1693	1856	1811	1826	1737	1826	1870
Adj Flow Rate, veh/h	344	1223	218	33	585	63	188	108	47	51	66	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	3	4	5	3	14	3	6	5	11	5	2
Cap, veh/h	454	1311	580	173	907	369	461	267	116	345	315	
Arrive On Green	0.16	0.37	0.37	0.04	0.26	0.26	0.11	0.22	0.22	0.06	0.17	0.00
Sat Flow, veh/h	1795	3526	1560	1739	3526	1434	1767	1197	521	1654	1826	1585
Grp Volume(v), veh/h	344	1223	218	33	585	63	188	0	155	51	66	0
Grp Sat Flow(s),veh/h/ln	1795	1763	1560	1739	1763	1434	1767	0	1717	1654	1826	1585
Q Serve(g_s), s	11.6	29.0	8.9	1.2	12.8	3.0	7.4	0.0	6.7	2.1	2.7	0.0
Cycle Q Clear(g_c), s	11.6	29.0	8.9	1.2	12.8	3.0	7.4	0.0	6.7	2.1	2.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	454	1311	580	173	907	369	461	0	384	345	315	
V/C Ratio(X)	0.76	0.93	0.38	0.19	0.65	0.17	0.41	0.00	0.40	0.15	0.21	
Avail Cap(c_a), veh/h	745	1334	590	855	1739	708	552	0	1163	515	1237	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.1	26.3	19.9	23.9	28.8	25.1	25.0	0.0	28.8	26.7	30.9	0.0
Incr Delay (d2), s/veh	1.0	11.8	0.3	0.5	0.6	0.2	0.2	0.0	0.8	0.1	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	13.0	3.0	0.5	5.1	1.0	2.9	0.0	2.7	0.8	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.1	38.1	20.2	24.4	29.3	25.2	25.2	0.0	29.6	26.7	31.3	0.0
LnGrp LOS	C	D	C	C	C	C	C		C	C	C	
Approach Vol, veh/h		1785			681			343			117	
Approach Delay, s/veh		32.5			28.7			27.2			29.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	25.5	10.9	39.4	15.5	21.1	20.9	29.5
Change Period (Y+Rc), s	6.1	6.1	7.1	7.1	6.1	6.1	7.1	7.1
Max Green Setting (Gmax), s	13.9	58.9	37.9	32.9	13.9	58.9	27.9	42.9
Max Q Clear Time (g_c+I1), s	4.1	8.7	3.2	31.0	9.4	4.7	13.6	14.8
Green Ext Time (p_c), s	0.0	1.1	0.1	1.3	0.1	0.4	0.2	3.2

Intersection Summary		
HCM 7th Control Delay, s/veh	30.9	
HCM 7th LOS	C	

Notes
User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

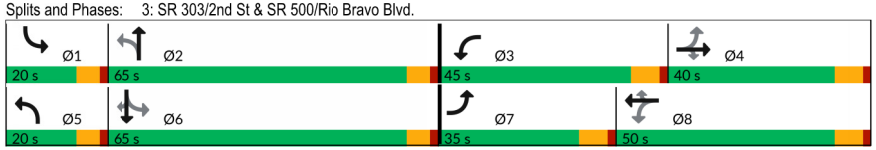
Timings
3: SR 303/2nd St & SR 500/Rio Bravo Blvd.

11/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	413	1468	262	40	702	76	226	130	61	79	133
Future Volume (vph)	413	1468	262	40	702	76	226	130	61	79	133
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		4	8		8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	14.1	46.1	46.1	14.1	17.1	17.1	13.1	29.1	13.1	21.1	21.1
Total Split (s)	35.0	40.0	40.0	45.0	50.0	50.0	20.0	65.0	20.0	65.0	65.0
Total Split (%)	20.6%	23.5%	23.5%	26.5%	29.4%	29.4%	11.8%	38.2%	11.8%	38.2%	38.2%
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	6.1	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	Min	None	None	None
Act Effct Green (s)	50.4	42.5	42.5	29.1	21.9	21.9	33.7	23.6	23.1	15.5	15.5
Actuated g/C Ratio	0.51	0.43	0.43	0.30	0.22	0.22	0.34	0.24	0.24	0.16	0.16
v/c Ratio	0.68	0.81	0.29	0.17	0.75	0.16	0.43	0.37	0.17	0.23	0.29
Control Delay (s/veh)	22.4	30.4	8.0	17.1	42.6	2.4	29.0	35.5	26.7	42.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.4	30.4	8.0	17.1	42.6	2.4	29.0	35.5	26.7	42.5	4.3
LOS	C	C	A	B	D	A	C	D	C	D	A
Approach Delay (s/veh)		26.1			37.6			31.9		20.4	
Approach LOS		C			D			C		C	

Intersection Summary			
Cycle Length: 170			
Actuated Cycle Length: 98			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 28.9		Intersection LOS: C	
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: SR 303/2nd St & SR 500/Rio Bravo Blvd.



HCM 7th Signalized Intersection Summary
3: SR 303/2nd St & SR 500/Rio Bravo Blvd.

11/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	1468	262	40	702	76	226	130	56	61	79	133
Future Volume (veh/h)	413	1468	262	40	702	76	226	130	56	61	79	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1841	1826	1856	1693	1856	1811	1826	1737	1826	1870
Adj Flow Rate, veh/h	344	1223	218	33	585	63	188	108	47	51	66	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	3	4	5	3	14	3	6	5	11	5	2
Cap, veh/h	454	1311	580	173	907	369	461	267	116	345	315	
Arrive On Green	0.16	0.37	0.37	0.04	0.26	0.26	0.11	0.22	0.22	0.06	0.17	0.00
Sat Flow, veh/h	1795	3526	1560	1739	3526	1434	1767	1197	521	1654	1826	1585
Grp Volume(v), veh/h	344	1223	218	33	585	63	188	0	155	51	66	0
Grp Sat Flow(s),veh/h/ln	1795	1763	1560	1739	1763	1434	1767	0	1717	1654	1826	1585
Q Serve(g_s), s	11.6	29.0	8.9	1.2	12.8	3.0	7.4	0.0	6.7	2.1	2.7	0.0
Cycle Q Clear(g_c), s	11.6	29.0	8.9	1.2	12.8	3.0	7.4	0.0	6.7	2.1	2.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	454	1311	580	173	907	369	461	0	384	345	315	
V/C Ratio(X)	0.76	0.93	0.38	0.19	0.65	0.17	0.41	0.00	0.40	0.15	0.21	
Avail Cap(c_a), veh/h	745	1334	590	855	1739	708	552	0	1163	515	1237	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.1	26.3	19.9	23.9	28.8	25.1	25.0	0.0	28.8	26.7	30.9	0.0
Incr Delay (d2), s/veh	1.0	11.8	0.3	0.5	0.6	0.2	0.2	0.0	0.8	0.1	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	13.0	3.0	0.5	5.1	1.0	2.9	0.0	2.7	0.8	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.1	38.1	20.2	24.4	29.3	25.2	25.2	0.0	29.6	26.7	31.3	0.0
LnGrp LOS	C	D	C	C	C	C	C		C	C	C	
Approach Vol, veh/h		1785			681			343			117	
Approach Delay, s/veh		32.5			28.7			27.2			29.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	25.5	10.9	39.4	15.5	21.1	20.9	29.5
Change Period (Y+Rc), s	6.1	6.1	7.1	7.1	6.1	6.1	7.1	7.1
Max Green Setting (Gmax), s	13.9	58.9	37.9	32.9	13.9	58.9	27.9	42.9
Max Q Clear Time (g_c+I1), s	4.1	8.7	3.2	31.0	9.4	4.7	13.6	14.8
Green Ext Time (p_c), s	0.0	1.1	0.1	1.3	0.1	0.4	0.2	3.2

Intersection Summary		
HCM 7th Control Delay, s/veh	30.9	
HCM 7th LOS	C	

Notes
User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

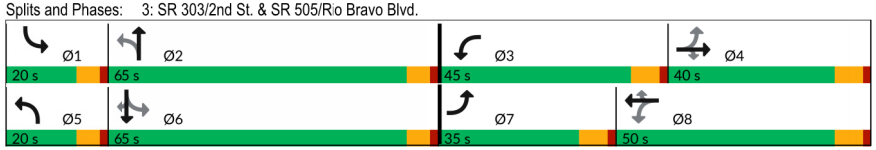
Timings
3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.

11/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	113	818	218	28	1871	28	181	44	52	105	351
Future Volume (vph)	113	818	218	28	1871	28	181	44	52	105	351
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		4	8		8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	14.1	46.1	46.1	14.1	17.1	17.1	13.1	29.1	13.1	21.1	21.1
Total Split (s)	35.0	40.0	40.0	45.0	50.0	50.0	20.0	65.0	20.0	65.0	65.0
Total Split (%)	20.6%	23.5%	23.5%	26.5%	29.4%	29.4%	11.8%	38.2%	11.8%	38.2%	38.2%
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	6.1	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	Min	None	None	None
Act Effct Green (s)	56.4	52.8	52.8	50.0	43.0	43.0	32.1	24.6	22.2	15.0	15.0
Actuated g/C Ratio	0.54	0.51	0.51	0.48	0.41	0.41	0.31	0.24	0.21	0.14	0.14
v/c Ratio	0.43	0.37	0.20	0.05	1.03	0.03	0.38	0.19	0.15	0.32	0.60
Control Delay (s/veh)	20.4	17.8	3.6	11.5	64.2	0.1	30.1	20.7	27.3	44.7	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.4	17.8	3.6	11.5	64.2	0.1	30.1	20.7	27.3	44.7	11.0
LOS	C	B	A	B	E	A	C	C	C	D	B
Approach Delay (s/veh)		15.3			62.5			26.7		19.6	
Approach LOS		B			E			C		B	

Intersection Summary			
Cycle Length: 170			
Actuated Cycle Length: 104			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 40.3		Intersection LOS: D	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.



HCM 7th Signalized Intersection Summary
3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.

11/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	818	218	28	1871	28	181	44	56	52	105	351
Future Volume (veh/h)	113	818	218	28	1871	28	181	44	56	52	105	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1841	1826	1856	1693	1856	1811	1826	1737	1826	1870
Adj Flow Rate, veh/h	90	654	174	22	1497	22	145	35	45	42	84	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	3	4	5	3	14	3	6	5	11	5	2
Cap, veh/h	193	1637	723	349	1522	606	370	136	175	333	275	
Arrive On Green	0.06	0.46	0.46	0.03	0.43	0.43	0.09	0.19	0.19	0.05	0.15	0.00
Sat Flow, veh/h	1795	3526	1557	1739	3526	1403	1767	718	923	1654	1826	1585
Grp Volume(v), veh/h	90	654	174	22	1497	22	145	0	80	42	84	0
Grp Sat Flow(s),veh/h/ln	1795	1763	1557	1739	1763	1403	1767	0	1641	1654	1826	1585
Q Serve(g_s), s	2.6	12.1	6.7	0.7	41.7	0.9	6.8	0.0	4.1	2.1	4.1	0.0
Cycle Q Clear(g_c), s	2.6	12.1	6.7	0.7	41.7	0.9	6.8	0.0	4.1	2.1	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	193	1637	723	349	1522	606	370	0	311	333	275	
V/C Ratio(X)	0.47	0.40	0.24	0.06	0.98	0.04	0.39	0.00	0.26	0.13	0.31	
Avail Cap(c_a), veh/h	581	1637	723	957	1522	606	462	0	973	484	1083	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.5	17.5	16.0	14.9	27.9	16.3	31.5	0.0	34.3	32.7	37.6	0.0
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.1	19.1	0.0	0.3	0.0	0.5	0.1	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.5	2.2	0.3	19.8	0.3	2.8	0.0	1.6	0.8	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.1	17.6	16.2	14.9	47.0	16.3	31.8	0.0	34.8	32.8	38.3	0.0
LnGrp LOS	C	B	B	B	D	B	C		C	C	D	
Approach Vol, veh/h		918			1541			225			126	
Approach Delay, s/veh		17.9			46.1			32.9			36.5	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	24.9	10.3	53.2	14.8	21.0	13.5	50.0
Change Period (Y+Rc), s	6.1	6.1	7.1	7.1	6.1	6.1	7.1	7.1
Max Green Setting (Gmax), s	13.9	58.9	37.9	32.9	13.9	58.9	27.9	42.9
Max Q Clear Time (g_c+I1), s	4.1	6.1	2.7	14.1	8.8	6.1	4.6	43.7
Green Ext Time (p_c), s	0.0	0.5	0.0	3.6	0.1	0.5	0.1	0.0

Intersection Summary		
HCM 7th Control Delay, s/veh	35.4	
HCM 7th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

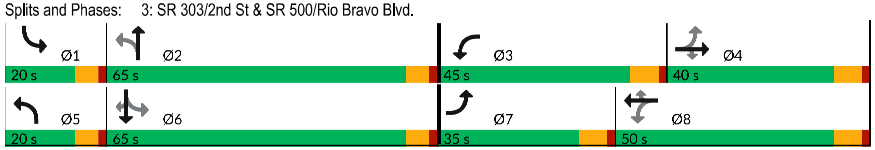
Timings
3: SR 303/2nd St & SR 500/Rio Bravo Blvd.

11/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	124	818	218	28	1871	30	181	47	55	111	375
Future Volume (vph)	124	818	218	28	1871	30	181	47	55	111	375
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		4	8		8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	14.1	46.1	46.1	14.1	17.1	17.1	13.1	29.1	13.1	21.1	21.1
Total Split (s)	35.0	40.0	40.0	45.0	50.0	50.0	20.0	65.0	20.0	65.0	65.0
Total Split (%)	20.6%	23.5%	23.5%	26.5%	29.4%	29.4%	11.8%	38.2%	11.8%	38.2%	38.2%
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	6.1	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	Min	None	None	None
Act Effct Green (s)	57.1	53.2	53.2	50.0	43.0	43.0	31.4	21.9	22.4	15.1	15.1
Actuated g/C Ratio	0.55	0.51	0.51	0.48	0.41	0.41	0.30	0.21	0.21	0.14	0.14
v/c Ratio	0.47	0.37	0.20	0.05	1.04	0.04	0.39	0.22	0.15	0.34	0.62
Control Delay (s/veh)	22.0	17.7	3.6	11.5	65.5	0.1	30.4	23.4	27.6	45.2	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.0	17.7	3.6	11.5	65.5	0.1	30.4	23.4	27.6	45.2	11.1
LOS	C	B	A	B	E	A	C	C	C	D	B
Approach Delay (s/veh)		15.5			63.8			27.9		19.8	
Approach LOS		B			E			C		B	

Intersection Summary			
Cycle Length: 170			
Actuated Cycle Length: 104.4			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 40.8		Intersection LOS: D	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: SR 303/2nd St & SR 500/Rio Bravo Blvd.



HCM 7th Signalized Intersection Summary
3: SR 303/2nd St & SR 500/Rio Bravo Blvd.

11/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	818	218	28	1871	30	181	47	56	55	111	375
Future Volume (veh/h)	124	818	218	28	1871	30	181	47	56	55	111	375
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1841	1826	1856	1693	1856	1811	1826	1737	1826	1870
Adj Flow Rate, veh/h	99	654	174	22	1497	24	145	38	45	44	89	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	3	4	5	3	14	3	6	5	11	5	2
Cap, veh/h	194	1639	724	350	1520	605	365	142	168	331	275	
Arrive On Green	0.07	0.46	0.46	0.03	0.43	0.43	0.09	0.19	0.19	0.05	0.15	0.00
Sat Flow, veh/h	1795	3526	1557	1739	3526	1403	1767	754	893	1654	1826	1585
Grp Volume(v), veh/h	99	654	174	22	1497	24	145	0	83	44	89	0
Grp Sat Flow(s),veh/h/ln	1795	1763	1557	1739	1763	1403	1767	0	1647	1654	1826	1585
Q Serve(g_s), s	2.9	12.1	6.7	0.7	41.8	1.0	6.8	0.0	4.3	2.2	4.3	0.0
Cycle Q Clear(g_c), s	2.9	12.1	6.7	0.7	41.8	1.0	6.8	0.0	4.3	2.2	4.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	194	1639	724	350	1520	605	365	0	310	331	275	
V/C Ratio(X)	0.51	0.40	0.24	0.06	0.98	0.04	0.40	0.00	0.27	0.13	0.32	
Avail Cap(c_a), veh/h	580	1639	724	956	1520	605	458	0	975	480	1081	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.6	17.5	16.0	14.9	28.0	16.4	31.6	0.0	34.5	32.7	37.8	0.0
Incr Delay (d2), s/veh	0.8	0.1	0.1	0.1	19.5	0.0	0.3	0.0	0.6	0.1	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.5	2.2	0.3	20.0	0.3	2.8	0.0	1.7	0.8	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.3	17.6	16.2	15.0	47.4	16.4	31.9	0.0	35.1	32.8	38.6	0.0
LnGrp LOS	C	B	B	B	D	B	C		D	C	D	
Approach Vol, veh/h		927			1543			228			133	
Approach Delay, s/veh		17.9			46.5			33.0			36.7	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	24.8	10.3	53.4	14.8	21.1	13.6	50.0
Change Period (Y+Rc), s	6.1	6.1	7.1	7.1	6.1	6.1	7.1	7.1
Max Green Setting (Gmax), s	13.9	58.9	37.9	32.9	13.9	58.9	27.9	42.9
Max Q Clear Time (g_c+I1), s	4.2	6.3	2.7	14.1	8.8	6.3	4.9	43.8
Green Ext Time (p_c), s	0.0	0.6	0.0	3.6	0.1	0.6	0.1	0.0

Intersection Summary		
HCM 7th Control Delay, s/veh	35.6	
HCM 7th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	4	861	240	62
Future Vol, veh/h	22	4	4	861	240	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	100	100	100	4	7	100
Mvmt Flow	14	3	3	555	155	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	735	175	195	0	-	0
Stage 1	175	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	273	668	957	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	272	668	957	-	-	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	17.72	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	300	-	-
HCM Lane V/C Ratio	0.003	-	0.056	-	-
HCM Control Delay (s/veh)	8.8	0	17.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	11	2	246	690	31
Future Vol, veh/h	67	11	2	246	690	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	100	100	100	4	7	100
Mvmt Flow	40	7	1	148	414	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	573	423	433	0	-	0
Stage 1	423	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	350	466	754	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	466	754	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.4	0.08	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	15	-	362	-	-
HCM Lane V/C Ratio	0.002	-	0.129	-	-
HCM Control Delay (s/veh)	9.8	0	16.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

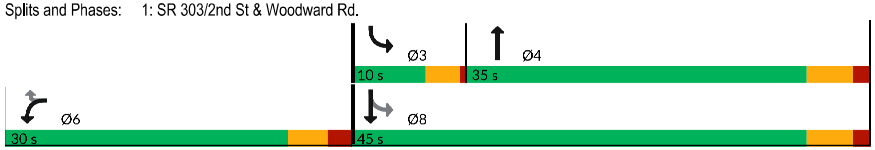
Timings
1: SR 303/2nd St & Woodward Rd.

11/23/2024

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	124	64	571	55	124
Future Volume (vph)	124	64	571	55	124
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	6		4	3	8
Permitted Phases	6	6		8	
Detector Phase	6	6	4	3	8
Switch Phase					
Minimum Initial (s)	8.0	8.0	12.0	3.0	12.0
Minimum Split (s)	27.5	27.5	32.5	9.5	23.5
Total Split (s)	30.0	30.0	35.0	10.0	45.0
Total Split (%)	40.0%	40.0%	46.7%	13.3%	60.0%
Yellow Time (s)	3.5	3.5	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	1.5	0.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	3.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	24.5	24.5	29.5	41.5	39.5
Actuated g/C Ratio	0.33	0.33	0.39	0.55	0.53
v/c Ratio	0.16	0.09	0.92	0.18	0.09
Control Delay (s/veh)	19.0	6.5	41.1	9.7	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.0	6.5	41.1	9.7	9.2
LOS	B	A	D	A	A
Approach Delay (s/veh)	14.8		41.1		9.4
Approach LOS	B		D		A

Intersection Summary		
Cycle Length: 75		
Actuated Cycle Length: 75		
Natural Cycle: 75		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.92		
Intersection Signal Delay (s/veh): 32.9	Intersection LOS: C	
Intersection Capacity Utilization 47.1%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 1: SR 303/2nd St & Woodward Rd.



HCM 7th Signalized Intersection Summary
1: SR 303/2nd St & Woodward Rd.

11/23/2024

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	124	64	571	358	55	124
Future Volume (veh/h)	124	64	571	358	55	124
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1722	1870	1841	1559	1796
Adj Flow Rate, veh/h	88	45	403	253	39	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	7	12	2	4	23	7
Cap, veh/h	559	477	418	263	240	946
Arrive On Green	0.33	0.33	0.39	0.39	0.09	0.53
Sat Flow, veh/h	1711	1459	1064	668	1485	1796
Grp Volume(v), veh/h	88	45	0	656	39	88
Grp Sat Flow(s),veh/h/ln	1711	1459	0	1731	1485	1796
Q Serve(g_s), s	2.7	1.6	0.0	27.8	1.0	1.8
Cycle Q Clear(g_c), s	2.7	1.6	0.0	27.8	1.0	1.8
Prop In Lane	1.00	1.00		0.39	1.00	
Lane Grp Cap(c), veh/h	559	477	0	681	240	946
V/C Ratio(X)	0.16	0.09	0.00	0.96	0.16	0.09
Avail Cap(c_a), veh/h	559	477	0	681	240	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	17.5	0.0	22.2	15.7	8.8
Incr Delay (d2), s/veh	0.6	0.4	0.0	26.6	1.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.6	0.0	15.1	0.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.5	17.9	0.0	48.8	17.1	9.0
LnGrp LOS	B	B		D	B	A
Approach Vol, veh/h	133		656			127
Approach Delay, s/veh	18.3		48.8			11.5
Approach LOS	B		D			B

Timer - Assigned Phs			3	4		6	8
Phs Duration (G+Y+Rc), s			10.0	35.0		30.0	45.0
Change Period (Y+Rc), s			3.5	5.5		5.5	5.5
Max Green Setting (Gmax), s			6.5	29.5		24.5	39.5
Max Q Clear Time (g_c+I1), s			3.0	29.8		4.7	3.8
Green Ext Time (p_c), s			0.0	0.0		0.3	0.3

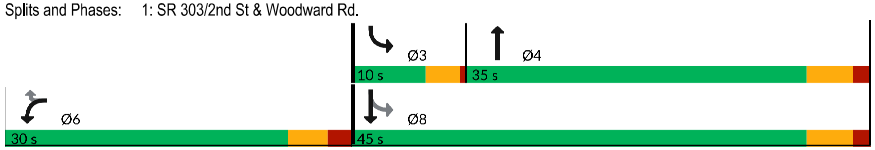
Intersection Summary	
HCM 7th Control Delay, s/veh	39.2
HCM 7th LOS	D

Timings
1: SR 303/2nd St & Woodward Rd. 11/23/2024

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	192	64	573	55	130
Future Volume (vph)	192	64	573	55	130
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	6		4	3	8
Permitted Phases	6	6		8	
Detector Phase	6	6	4	3	8
Switch Phase					
Minimum Initial (s)	8.0	8.0	12.0	3.0	12.0
Minimum Split (s)	27.5	27.5	32.5	9.5	23.5
Total Split (s)	30.0	30.0	35.0	10.0	45.0
Total Split (%)	40.0%	40.0%	46.7%	13.3%	60.0%
Yellow Time (s)	3.5	3.5	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	1.5	0.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	3.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	24.5	24.5	29.5	41.5	39.5
Actuated g/C Ratio	0.33	0.33	0.39	0.55	0.53
v/c Ratio	0.25	0.09	0.95	0.18	0.10
Control Delay (s/veh)	20.0	6.6	45.2	9.7	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.0	6.6	45.2	9.7	9.3
LOS	C	A	D	A	A
Approach Delay (s/veh)	16.7		45.2		9.4
Approach LOS	B		D		A

Intersection Summary		
Cycle Length: 75		
Actuated Cycle Length: 75		
Natural Cycle: 75		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.95		
Intersection Signal Delay (s/veh): 35.2	Intersection LOS: D	
Intersection Capacity Utilization 48.0%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 1: SR 303/2nd St & Woodward Rd.



HCM 7th Signalized Intersection Summary
1: SR 303/2nd St & Woodward Rd. 11/23/2024

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	192	64	573	382	55	130
Future Volume (veh/h)	192	64	573	382	55	130
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1722	1870	1841	1559	1796
Adj Flow Rate, veh/h	136	45	404	270	39	92
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	7	12	2	4	23	7
Cap, veh/h	559	477	411	275	232	946
Arrive On Green	0.33	0.33	0.39	0.39	0.09	0.53
Sat Flow, veh/h	1711	1459	1045	698	1485	1796
Grp Volume(v), veh/h	136	45	0	674	39	92
Grp Sat Flow(s),veh/h/ln	1711	1459	0	1744	1485	1796
Q Serve(g_s), s	4.4	1.6	0.0	28.7	1.0	1.9
Cycle Q Clear(g_c), s	4.4	1.6	0.0	28.7	1.0	1.9
Prop In Lane	1.00	1.00		0.40	1.00	
Lane Grp Cap(c), veh/h	559	477	0	686	232	946
V/C Ratio(X)	0.24	0.09	0.00	0.98	0.17	0.10
Avail Cap(c_a), veh/h	559	477	0	686	232	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	17.5	0.0	22.5	15.9	8.9
Incr Delay (d2), s/veh	1.0	0.4	0.0	30.4	1.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.6	0.0	15.8	0.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.5	17.9	0.0	52.9	17.5	9.1
LnGrp LOS	B	B		D	B	A
Approach Vol, veh/h	181		674			131
Approach Delay, s/veh	19.1		52.9			11.6
Approach LOS	B		D			B

Timer - Assigned Phs			3	4		6	8
Phs Duration (G+Y+Rc), s			10.0	35.0		30.0	45.0
Change Period (Y+Rc), s			3.5	5.5		5.5	5.5
Max Green Setting (Gmax), s			6.5	29.5		24.5	39.5
Max Q Clear Time (g_c+I1), s			3.0	30.7		6.4	3.9
Green Ext Time (p_c), s			0.0	0.0		0.5	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	41.2
HCM 7th LOS	D

Timings
1: Woodward Rd. & SR 303/2nd St

11/23/2024

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	388	175	141	141	303
Future Volume (vph)	388	175	141	141	303
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	6		4	3	8
Permitted Phases	6	6		8	
Detector Phase	6	6	4	3	8
Switch Phase					
Minimum Initial (s)	8.0	8.0	12.0	3.0	12.0
Minimum Split (s)	27.5	27.5	32.5	9.5	23.5
Total Split (s)	30.0	30.0	35.0	10.0	45.0
Total Split (%)	40.0%	40.0%	46.7%	13.3%	60.0%
Yellow Time (s)	3.5	3.5	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	1.5	0.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	3.5	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	24.5	24.5	29.5	41.5	39.5
Actuated g/C Ratio	0.33	0.33	0.39	0.55	0.53
v/c Ratio	0.50	0.23	0.24	0.18	0.23
Control Delay (s/veh)	24.1	5.1	11.2	9.0	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	5.1	11.2	9.0	10.4
LOS	C	A	B	A	B
Approach Delay (s/veh)	18.2		11.2		9.9
Approach LOS	B		B		A

Intersection Summary		
Cycle Length: 75		
Actuated Cycle Length: 75		
Natural Cycle: 70		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.50		
Intersection Signal Delay (s/veh): 13.9	Intersection LOS: B	
Intersection Capacity Utilization 52.6%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 1: Woodward Rd. & SR 303/2nd St

HCM 7th Signalized Intersection Summary
1: Woodward Rd. & SR 303/2nd St

11/23/2024

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	388	175	141	98	141	303
Future Volume (veh/h)	388	175	141	98	141	303
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1722	1870	1841	1559	1796
Adj Flow Rate, veh/h	274	124	100	69	100	214
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	7	12	2	4	23	7
Cap, veh/h	559	477	401	277	556	946
Arrive On Green	0.33	0.33	0.39	0.39	0.09	0.53
Sat Flow, veh/h	1711	1459	1020	704	1485	1796
Grp Volume(v), veh/h	274	124	0	169	100	214
Grp Sat Flow(s),veh/h/ln	1711	1459	0	1724	1485	1796
Q Serve(g_s), s	9.6	4.7	0.0	4.9	2.7	4.8
Cycle Q Clear(g_c), s	9.6	4.7	0.0	4.9	2.7	4.8
Prop In Lane	1.00	1.00		0.41	1.00	
Lane Grp Cap(c), veh/h	559	477	0	678	556	946
V/C Ratio(X)	0.49	0.26	0.00	0.25	0.18	0.23
Avail Cap(c_a), veh/h	559	477	0	678	556	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	18.6	0.0	15.3	10.1	9.5
Incr Delay (d2), s/veh	3.1	1.3	0.0	0.9	0.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.7	0.0	1.9	0.9	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.3	19.9	0.0	16.2	10.9	10.1
LnGrp LOS	C	B		B	B	B
Approach Vol, veh/h	398		169			314
Approach Delay, s/veh	22.2		16.2			10.3
Approach LOS	C		B			B

Timer - Assigned Phs			3	4		6	8
Phs Duration (G+Y+Rc), s			10.0	35.0		30.0	45.0
Change Period (Y+Rc), s			3.5	5.5		5.5	5.5
Max Green Setting (Gmax), s			6.5	29.5		24.5	39.5
Max Q Clear Time (g_c+I1), s			4.7	6.9		11.6	6.8
Green Ext Time (p_c), s			0.0	0.5		1.1	0.7

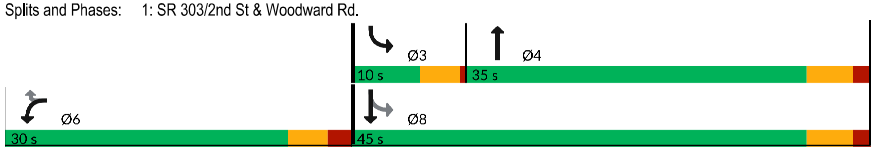
Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

Timings
1: SR 303/2nd St & Woodward Rd. 11/23/2024

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	422	175	148	141	306
Future Volume (vph)	422	175	148	141	306
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	6		4	3	8
Permitted Phases	6	6		8	
Detector Phase	6	6	4	3	8
Switch Phase					
Minimum Initial (s)	8.0	8.0	12.0	3.0	12.0
Minimum Split (s)	27.5	27.5	32.5	9.5	17.5
Total Split (s)	30.0	30.0	35.0	10.0	45.0
Total Split (%)	40.0%	40.0%	46.7%	13.3%	60.0%
Yellow Time (s)	3.5	3.5	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	1.5	0.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	4.0	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	Max	Max	Max	None	Max
Act Effct Green (s)	24.5	24.5	31.5	41.0	39.5
Actuated g/C Ratio	0.33	0.33	0.42	0.55	0.53
v/c Ratio	0.54	0.23	0.30	0.20	0.23
Control Delay (s/veh)	25.1	5.1	10.3	9.4	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.1	5.1	10.3	9.4	10.4
LOS	C	A	B	A	B
Approach Delay (s/veh)	19.2		10.3		10.1
Approach LOS	B		B		B

Intersection Summary		
Cycle Length: 75		
Actuated Cycle Length: 75		
Natural Cycle: 70		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.54		
Intersection Signal Delay (s/veh): 14.1	Intersection LOS: B	
Intersection Capacity Utilization 53.7%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 1: SR 303/2nd St & Woodward Rd.



HCM 7th Signalized Intersection Summary
1: SR 303/2nd St & Woodward Rd. 11/23/2024

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	422	175	148	171	141	306
Future Volume (veh/h)	422	175	148	171	141	306
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1722	1870	1841	1559	1796
Adj Flow Rate, veh/h	298	124	104	121	100	216
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	7	12	2	4	23	7
Cap, veh/h	559	477	325	378	494	946
Arrive On Green	0.33	0.33	0.42	0.42	0.06	0.53
Sat Flow, veh/h	1711	1459	778	905	1485	1796
Grp Volume(v), veh/h	298	124	0	225	100	216
Grp Sat Flow(s),veh/h/ln	1711	1459	0	1682	1485	1796
Q Serve(g_s), s	10.7	4.7	0.0	6.7	2.7	4.9
Cycle Q Clear(g_c), s	10.7	4.7	0.0	6.7	2.7	4.9
Prop In Lane	1.00	1.00		0.54	1.00	
Lane Grp Cap(c), veh/h	559	477	0	703	494	946
V/C Ratio(X)	0.53	0.26	0.00	0.32	0.20	0.23
Avail Cap(c_a), veh/h	559	477	0	703	531	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	18.6	0.0	14.7	10.6	9.6
Incr Delay (d2), s/veh	3.6	1.3	0.0	1.2	0.2	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	1.7	0.0	2.5	0.8	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.2	19.9	0.0	15.9	10.8	10.1
LnGrp LOS	C	B		B	B	B
Approach Vol, veh/h	422		225			316
Approach Delay, s/veh	22.9		15.9			10.3
Approach LOS	C		B			B

Timer - Assigned Phs			3	4		6	8
Phs Duration (G+Y+Rc), s			8.1	36.9		30.0	45.0
Change Period (Y+Rc), s			4.0	5.5		5.5	5.5
Max Green Setting (Gmax), s			6.0	29.5		24.5	39.5
Max Q Clear Time (g_c+I1), s			4.7	8.7		12.7	6.9
Green Ext Time (p_c), s			0.0	1.1		1.1	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	908	0	0	243
Future Vol, veh/h	0	0	908	0	0	243
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	0	2	100	100	0
Mvmt Flow	0	0	586	0	0	157

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	743	586	0	0	586	0
Stage 1	586	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	5.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	3.1	-
Pot Cap-1 Maneuver	377	514	-	-	645	-
Stage 1	549	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	377	514	-	-	645	-
Mov Cap-2 Maneuver	377	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	645	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	7	0	1	1	27	911	0	0	246	11
Future Vol, veh/h	4	0	7	0	1	1	27	911	0	0	246	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	100	0	100	100	100	100	100	2	100	0	6	100
Mvmt Flow	3	0	5	0	1	1	19	651	0	0	176	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	869	869	180	865	873	651	184	0	0	651	0	0
Stage 1	180	180	-	689	689	-	-	-	-	-	-	-
Stage 2	690	689	-	176	184	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	7.2	8.1	7.5	7.2	5.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	4.2	4.4	4.9	4.2	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	188	292	663	189	204	333	968	-	-	945	-	-
Stage 1	639	755	-	311	326	-	-	-	-	-	-	-
Stage 2	311	449	-	643	596	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	283	663	182	197	333	968	-	-	945	-	-
Mov Cap-2 Maneuver	181	283	-	182	197	-	-	-	-	-	-	-
Stage 1	639	755	-	301	316	-	-	-	-	-	-	-
Stage 2	300	435	-	638	596	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.94	19.61	0.25	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	52	-	-	337	248	945	-	-
HCM Lane V/C Ratio	0.02	-	-	0.023	0.006	-	-	-
HCM Control Delay (s/veh)	8.8	0	-	15.9	19.6	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	247	4	0	725
Future Vol, veh/h	0	4	247	4	0	725
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	0	2	100	100	0
Mvmt Flow	0	3	159	3	0	468

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	628	161	0	0	162	0
Stage 1	161	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	5.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	3.1	-
Pot Cap-1 Maneuver	440	890	-	-	989	-
Stage 1	859	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	440	890	-	-	989	-
Mov Cap-2 Maneuver	440	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.06	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	890	989	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s/veh)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	1	22	0	0	4	14	249	4	1	735	6
Future Vol, veh/h	13	1	22	0	0	4	14	249	4	1	735	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	100	0	100	100	100	100	100	2	100	0	6	100
Mvmt Flow	9	1	16	0	0	3	10	178	3	1	525	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	726	729	527	726	730	179	529	0	0	181	0	0
Stage 1	529	529	-	199	199	-	-	-	-	-	-	-
Stage 2	198	201	-	527	531	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	7.2	8.1	7.5	7.2	5.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	4.2	4.4	4.9	4.2	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	241	352	400	241	253	664	683	-	-	1407	-	-
Stage 1	392	531	-	622	585	-	-	-	-	-	-	-
Stage 2	623	739	-	393	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	236	346	400	227	249	664	683	-	-	1407	-	-
Mov Cap-2 Maneuver	236	346	-	227	249	-	-	-	-	-	-	-
Stage 1	391	530	-	612	576	-	-	-	-	-	-	-
Stage 2	611	727	-	376	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.3	10.45	0.54	0.01
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	94	-	-	318	664	2	-	-
HCM Lane V/C Ratio	0.015	-	-	0.081	0.004	0.001	-	-
HCM Control Delay (s/veh)	10.3	0	-	17.3	10.4	7.6	0	-
HCM Lane LOS	B	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

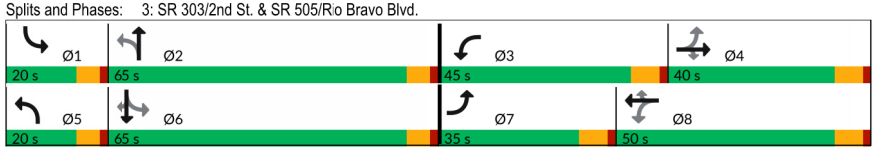
Timings
3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.

11/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	422	1584	283	44	757	78	244	135	65	83	135
Future Volume (vph)	422	1584	283	44	757	78	244	135	65	83	135
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		4	8		8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	14.1	46.1	46.1	14.1	17.1	17.1	13.1	29.1	13.1	21.1	21.1
Total Split (s)	35.0	40.0	40.0	45.0	50.0	50.0	20.0	65.0	20.0	65.0	65.0
Total Split (%)	20.6%	23.5%	23.5%	26.5%	29.4%	29.4%	11.8%	38.2%	11.8%	38.2%	38.2%
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	6.1	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	Min	None	None	None
Act Effct Green (s)	55.2	47.1	47.1	31.4	24.2	24.2	34.7	24.3	23.5	15.8	15.8
Actuated g/C Ratio	0.53	0.45	0.45	0.30	0.23	0.23	0.33	0.23	0.23	0.15	0.15
v/c Ratio	0.68	0.83	0.30	0.20	0.77	0.16	0.48	0.40	0.19	0.25	0.30
Control Delay (s/veh)	23.8	31.5	8.6	18.0	44.6	2.5	31.9	37.8	28.6	44.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.8	31.5	8.6	18.0	44.6	2.5	31.9	37.8	28.6	44.8	4.5
LOS	C	C	A	B	D	A	C	D	C	D	A
Approach Delay (s/veh)		27.2			39.5			34.6		21.8	
Approach LOS		C			D			C		C	

Intersection Summary			
Cycle Length: 170			
Actuated Cycle Length: 103.6			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 30.4		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.



HCM 7th Signalized Intersection Summary
3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.

11/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	422	1584	283	44	757	78	244	135	61	65	83	135
Future Volume (veh/h)	422	1584	283	44	757	78	244	135	61	65	83	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1841	1826	1856	1693	1856	1811	1826	1737	1826	1870
Adj Flow Rate, veh/h	352	1320	236	37	631	65	203	112	51	54	69	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	3	4	5	3	14	3	6	5	11	5	2
Cap, veh/h	443	1309	579	163	905	368	464	266	121	341	309	
Arrive On Green	0.16	0.37	0.37	0.05	0.26	0.26	0.11	0.23	0.23	0.06	0.17	0.00
Sat Flow, veh/h	1795	3526	1560	1739	3526	1434	1767	1178	536	1654	1826	1585
Grp Volume(v), veh/h	352	1320	236	37	631	65	203	0	163	54	69	0
Grp Sat Flow(s),veh/h/ln	1795	1763	1560	1739	1763	1434	1767	0	1715	1654	1826	1585
Q Serve(g_s), s	12.1	32.9	9.9	1.3	14.4	3.1	8.1	0.0	7.2	2.3	2.9	0.0
Cycle Q Clear(g_c), s	12.1	32.9	9.9	1.3	14.4	3.1	8.1	0.0	7.2	2.3	2.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	443	1309	579	163	905	368	464	0	387	341	309	
V/C Ratio(X)	0.79	1.01	0.41	0.23	0.70	0.18	0.44	0.00	0.42	0.16	0.22	
Avail Cap(c_a), veh/h	718	1309	579	825	1707	694	539	0	1140	504	1214	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.8	27.9	20.6	24.9	29.8	25.6	25.1	0.0	29.4	27.4	31.8	0.0
Incr Delay (d2), s/veh	1.2	27.0	0.3	0.7	0.7	0.2	0.2	0.0	0.9	0.1	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	17.3	3.4	0.5	5.7	1.0	3.2	0.0	2.9	0.9	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	54.8	21.0	25.5	30.5	25.8	25.3	0.0	30.2	27.5	32.2	0.0
LnGrp LOS	C	F	C	C	C	C	C		C	C	C	
Approach Vol, veh/h		1908			733			366			123	
Approach Delay, s/veh		44.4			29.9			27.5			30.1	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	26.1	11.3	40.0	16.2	21.1	21.4	29.9
Change Period (Y+Rc), s	6.1	6.1	7.1	7.1	6.1	6.1	7.1	7.1
Max Green Setting (Gmax), s	13.9	58.9	37.9	32.9	13.9	58.9	27.9	42.9
Max Q Clear Time (g_c+I1), s	4.3	9.2	3.3	34.9	10.1	4.9	14.1	16.4
Green Ext Time (p_c), s	0.0	1.1	0.1	0.0	0.1	0.4	0.2	3.4

Intersection Summary		
HCM 7th Control Delay, s/veh	38.5	
HCM 7th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

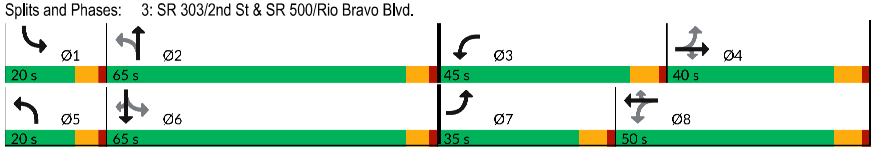
Timings
3: SR 303/2nd St & SR 500/Rio Bravo Blvd.

11/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	444	1584	283	44	757	81	244	140	66	85	143
Future Volume (vph)	444	1584	283	44	757	81	244	140	66	85	143
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		4	8		8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	14.1	46.1	46.1	14.1	17.1	17.1	13.1	29.1	13.1	21.1	21.1
Total Split (s)	35.0	40.0	40.0	45.0	50.0	50.0	20.0	65.0	20.0	65.0	65.0
Total Split (%)	20.6%	23.5%	23.5%	26.5%	29.4%	29.4%	11.8%	38.2%	11.8%	38.2%	38.2%
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	6.1	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	Min	None	None	None
Act Effct Green (s)	57.9	49.7	49.7	31.7	24.5	24.5	34.8	24.4	23.6	15.9	15.9
Actuated g/C Ratio	0.54	0.47	0.47	0.30	0.23	0.23	0.33	0.23	0.22	0.15	0.15
v/c Ratio	0.68	0.81	0.29	0.21	0.78	0.17	0.49	0.42	0.19	0.26	0.32
Control Delay (s/veh)	24.6	30.4	8.6	18.4	46.3	2.9	33.1	39.3	29.2	45.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	30.4	8.6	18.4	46.3	2.9	33.1	39.3	29.2	45.5	5.2
LOS	C	C	A	B	D	A	C	D	C	D	A
Approach Delay (s/veh)		26.6			40.9			35.9		22.3	
Approach LOS		C			D			D		C	

Intersection Summary			
Cycle Length: 170			
Actuated Cycle Length: 106.4			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 30.5		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: SR 303/2nd St & SR 500/Rio Bravo Blvd.



HCM 7th Signalized Intersection Summary
3: SR 303/2nd St & SR 500/Rio Bravo Blvd.

11/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	444	1584	283	44	757	81	244	140	61	66	85	143
Future Volume (veh/h)	444	1584	283	44	757	81	244	140	61	66	85	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1841	1826	1856	1693	1856	1811	1826	1737	1826	1870
Adj Flow Rate, veh/h	370	1320	236	37	631	68	203	117	51	55	71	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	3	4	5	3	14	3	6	5	11	5	2
Cap, veh/h	451	1309	579	163	874	356	462	269	117	338	309	
Arrive On Green	0.17	0.37	0.37	0.05	0.25	0.25	0.11	0.23	0.23	0.06	0.17	0.00
Sat Flow, veh/h	1795	3526	1560	1739	3526	1434	1767	1196	521	1654	1826	1585
Grp Volume(v), veh/h	370	1320	236	37	631	68	203	0	168	55	71	0
Grp Sat Flow(s),veh/h/ln	1795	1763	1560	1739	1763	1434	1767	0	1717	1654	1826	1585
Q Serve(g_s), s	12.9	32.9	9.9	1.4	14.5	3.3	8.1	0.0	7.4	2.4	3.0	0.0
Cycle Q Clear(g_c), s	12.9	32.9	9.9	1.4	14.5	3.3	8.1	0.0	7.4	2.4	3.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	451	1309	579	163	874	356	462	0	387	338	309	
V/C Ratio(X)	0.82	1.01	0.41	0.23	0.72	0.19	0.44	0.00	0.43	0.16	0.23	
Avail Cap(c_a), veh/h	710	1309	579	825	1707	694	537	0	1141	500	1213	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.0	27.9	20.6	25.2	30.5	26.3	25.1	0.0	29.5	27.4	31.8	0.0
Incr Delay (d2), s/veh	2.1	27.0	0.3	0.7	0.9	0.2	0.2	0.0	0.9	0.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	17.3	3.4	0.6	5.8	1.1	3.2	0.0	3.0	0.9	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.2	54.9	21.0	25.9	31.4	26.5	25.3	0.0	30.4	27.5	32.3	0.0
LnGrp LOS	C	F	C	C	C	C	C		C	C	C	
Approach Vol, veh/h		1926			736			371			126	
Approach Delay, s/veh		44.4			30.7			27.6			30.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	26.1	11.3	40.0	16.3	21.1	22.2	29.1
Change Period (Y+Rc), s	6.1	6.1	7.1	7.1	6.1	6.1	7.1	7.1
Max Green Setting (Gmax), s	13.9	58.9	37.9	32.9	13.9	58.9	27.9	42.9
Max Q Clear Time (g_c+I1), s	4.4	9.4	3.4	34.9	10.1	5.0	14.9	16.5
Green Ext Time (p_c), s	0.0	1.2	0.1	0.0	0.1	0.4	0.3	3.4

Intersection Summary		
HCM 7th Control Delay, s/veh	38.7	
HCM 7th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

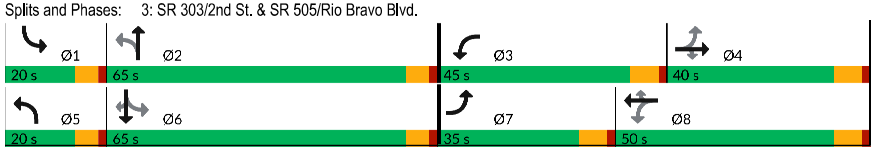
Timings
3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.

11/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	122	883	235	30	2019	30	196	48	57	113	379
Future Volume (vph)	122	883	235	30	2019	30	196	48	57	113	379
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		4	8		8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	14.1	46.1	46.1	14.1	17.1	17.1	13.1	29.1	13.1	21.1	21.1
Total Split (s)	35.0	40.0	40.0	45.0	50.0	50.0	20.0	65.0	20.0	65.0	65.0
Total Split (%)	20.6%	23.5%	23.5%	26.5%	29.4%	29.4%	11.8%	38.2%	11.8%	38.2%	38.2%
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	6.1	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	Min	None	None	None
Act Effct Green (s)	55.4	50.1	50.1	50.0	42.9	42.9	32.5	22.6	22.5	15.2	15.2
Actuated g/C Ratio	0.53	0.48	0.48	0.48	0.41	0.41	0.31	0.22	0.21	0.15	0.15
v/c Ratio	0.49	0.44	0.24	0.07	1.17	0.04	0.43	0.24	0.17	0.36	0.63
Control Delay (s/veh)	22.7	20.7	4.8	11.9	115.3	0.1	30.9	23.3	27.6	45.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.7	20.7	4.8	11.9	115.3	0.1	30.9	23.3	27.6	45.6	11.1
LOS	C	C	A	B	F	A	C	C	C	D	B
Approach Delay (s/veh)		17.9			112.2			28.2		19.9	
Approach LOS		B			F			C		B	

Intersection Summary			
Cycle Length: 170			
Actuated Cycle Length: 104.8			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay (s/veh): 65.9		Intersection LOS: E	
Intersection Capacity Utilization 88.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.



HCM 7th Signalized Intersection Summary
3: SR 303/2nd St. & SR 505/Rio Bravo Blvd.

11/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	883	235	30	2019	30	196	48	61	57	113	379
Future Volume (veh/h)	122	883	235	30	2019	30	196	48	61	57	113	379
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1841	1826	1856	1693	1856	1811	1826	1737	1826	1870
Adj Flow Rate, veh/h	102	736	196	25	1682	25	163	40	51	48	94	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	3	4	5	3	14	3	6	5	11	5	2
Cap, veh/h	189	1613	712	317	1505	599	374	140	178	333	272	
Arrive On Green	0.07	0.46	0.46	0.03	0.43	0.43	0.10	0.19	0.19	0.05	0.15	0.00
Sat Flow, veh/h	1795	3526	1557	1739	3526	1403	1767	722	920	1654	1826	1585
Grp Volume(v), veh/h	102	736	196	25	1682	25	163	0	91	48	94	0
Grp Sat Flow(s),veh/h/ln	1795	1763	1557	1739	1763	1403	1767	0	1642	1654	1826	1585
Q Serve(g_s), s	3.1	14.4	7.9	0.8	42.9	1.0	7.7	0.0	4.8	2.4	4.6	0.0
Cycle Q Clear(g_c), s	3.1	14.4	7.9	0.8	42.9	1.0	7.7	0.0	4.8	2.4	4.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	189	1613	712	317	1505	599	374	0	318	333	272	
V/C Ratio(X)	0.54	0.46	0.28	0.08	1.12	0.04	0.44	0.00	0.29	0.14	0.35	
Avail Cap(c_a), veh/h	570	1613	712	911	1505	599	449	0	962	477	1070	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.9	18.7	16.9	15.4	28.8	16.8	31.4	0.0	34.6	33.1	38.4	0.0
Incr Delay (d2), s/veh	0.9	0.2	0.2	0.1	62.6	0.0	0.3	0.0	0.6	0.1	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.4	2.6	0.3	29.4	0.3	3.2	0.0	1.9	0.9	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	18.9	17.1	15.5	91.5	16.8	31.7	0.0	35.2	33.2	39.3	0.0
LnGrp LOS	C	B	B	B	F	B	C		D	C	D	
Approach Vol, veh/h		1034			1732			254			142	
Approach Delay, s/veh		19.0			89.3			32.9			37.2	
Approach LOS		B			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	25.6	10.6	53.1	15.7	21.1	13.7	50.0
Change Period (Y+Rc), s	6.1	6.1	7.1	7.1	6.1	6.1	7.1	7.1
Max Green Setting (Gmax), s	13.9	58.9	37.9	32.9	13.9	58.9	27.9	42.9
Max Q Clear Time (g_c+I1), s	4.4	6.8	2.8	16.4	9.7	6.6	5.1	44.9
Green Ext Time (p_c), s	0.0	0.6	0.0	4.0	0.1	0.6	0.1	0.0

Intersection Summary		
HCM 7th Control Delay, s/veh	59.4	
HCM 7th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

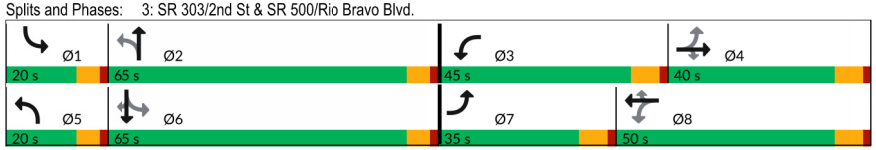
Timings
3: SR 303/2nd St & SR 500/Rio Bravo Blvd.

11/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	133	883	235	30	2019	32	196	51	60	119	403
Future Volume (vph)	133	883	235	30	2019	32	196	51	60	119	403
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		4	8		8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	14.1	46.1	46.1	14.1	17.1	17.1	13.1	29.1	13.1	21.1	21.1
Total Split (s)	35.0	40.0	40.0	45.0	50.0	50.0	20.0	65.0	20.0	65.0	65.0
Total Split (%)	20.6%	23.5%	23.5%	26.5%	29.4%	29.4%	11.8%	38.2%	11.8%	38.2%	38.2%
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	6.1	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	Min	None	None	None
Act Effct Green (s)	56.1	50.4	50.4	50.0	42.9	42.9	32.6	22.7	22.7	15.3	15.3
Actuated g/C Ratio	0.53	0.48	0.48	0.47	0.41	0.41	0.31	0.22	0.22	0.15	0.15
v/c Ratio	0.52	0.44	0.24	0.07	1.18	0.04	0.43	0.25	0.17	0.38	0.65
Control Delay (s/veh)	24.5	20.7	4.8	12.0	117.9	0.1	31.1	24.9	27.8	46.3	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.5	20.7	4.8	12.0	117.9	0.1	31.1	24.9	27.8	46.3	11.2
LOS	C	C	A	B	F	A	C	C	C	D	B
Approach Delay (s/veh)		18.1			114.6			28.8		20.1	
Approach LOS		B			F			C		C	

Intersection Summary			
Cycle Length: 170			
Actuated Cycle Length: 105.3			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay (s/veh): 66.7		Intersection LOS: E	
Intersection Capacity Utilization 89.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: SR 303/2nd St & SR 500/Rio Bravo Blvd.



HCM 7th Signalized Intersection Summary
3: SR 303/2nd St & SR 500/Rio Bravo Blvd.

11/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	883	235	30	2019	32	196	51	61	60	119	403
Future Volume (veh/h)	133	883	235	30	2019	32	196	51	61	60	119	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1841	1826	1856	1693	1856	1811	1826	1737	1826	1870
Adj Flow Rate, veh/h	111	736	196	25	1682	27	163	42	51	50	99	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	3	4	5	3	14	3	6	5	11	5	2
Cap, veh/h	191	1614	713	317	1503	598	370	143	174	332	272	
Arrive On Green	0.07	0.46	0.46	0.03	0.43	0.43	0.10	0.19	0.19	0.05	0.15	0.00
Sat Flow, veh/h	1795	3526	1557	1739	3526	1403	1767	743	902	1654	1826	1585
Grp Volume(v), veh/h	111	736	196	25	1682	27	163	0	93	50	99	0
Grp Sat Flow(s),veh/h/ln	1795	1763	1557	1739	1763	1403	1767	0	1645	1654	1826	1585
Q Serve(g_s), s	3.4	14.4	7.9	0.8	42.9	1.1	7.7	0.0	4.9	2.5	4.9	0.0
Cycle Q Clear(g_c), s	3.4	14.4	7.9	0.8	42.9	1.1	7.7	0.0	4.9	2.5	4.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	191	1614	713	317	1503	598	370	0	317	332	272	
V/C Ratio(X)	0.58	0.46	0.28	0.08	1.12	0.05	0.44	0.00	0.29	0.15	0.36	
Avail Cap(c_a), veh/h	569	1614	713	911	1503	598	444	0	963	474	1069	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.9	18.7	16.9	15.5	28.9	16.9	31.5	0.0	34.8	33.1	38.5	0.0
Incr Delay (d2), s/veh	1.0	0.1	0.2	0.1	63.2	0.0	0.3	0.0	0.6	0.1	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.4	2.6	0.3	29.5	0.3	3.2	0.0	1.9	1.0	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.0	18.8	17.1	15.6	92.0	16.9	31.8	0.0	35.4	33.2	39.5	0.0
LnGrp LOS	C	B	B	B	F	B	C		D	C	D	
Approach Vol, veh/h		1043			1734			256			149	
Approach Delay, s/veh		19.1			89.8			33.1			37.4	
Approach LOS		B			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	25.5	10.6	53.2	15.8	21.1	13.8	50.0
Change Period (Y+Rc), s	6.1	6.1	7.1	7.1	6.1	6.1	7.1	7.1
Max Green Setting (Gmax), s	13.9	58.9	37.9	32.9	13.9	58.9	27.9	42.9
Max Q Clear Time (g_c+I1), s	4.5	6.9	2.8	16.4	9.7	6.9	5.4	44.9
Green Ext Time (p_c), s	0.0	0.6	0.0	4.0	0.1	0.6	0.1	0.0

Intersection Summary		
HCM 7th Control Delay, s/veh	59.6	
HCM 7th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	4	912	254	62
Future Vol, veh/h	22	4	4	912	254	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	100	100	100	4	7	100
Mvmt Flow	14	3	3	588	164	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	777	184	204	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	256	659	949	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	255	659	949	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	401	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.57	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	282	-	-
HCM Lane V/C Ratio	0.003	-	0.059	-	-
HCM Control Delay (s/veh)	8.8	0	18.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	11	2	260	731	31
Future Vol, veh/h	67	11	2	260	731	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	100	100	100	4	7	100
Mvmt Flow	43	7	1	168	472	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	652	482	492	0	-	0
Stage 1	482	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	311	428	710	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	310	428	710	-	-	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	459	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.21	0.08	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	14	-	323	-	-
HCM Lane V/C Ratio	0.002	-	0.156	-	-
HCM Control Delay (s/veh)	10.1	0	18.2	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-